

# THE AMERICAN REVIEW OF REVIEWS

EDITED BY ALBERT SHAW

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ALBERT SHAW, Pres. CHAS. D. LANIER, Sec. and Treas.



Photograph by Ewing Galloway

# COMMANDER BYRD AND HIS TRANSATLANTIC FLIGHT COMPANIONS

The awakened interest in aviation as a result of one achievement after another, has seemed to justify this magazine in devoting its frontispiece for four successive months to heroes of air flights. In the group shown above are the men who flew to France on June 29 and 30. From left to right they are: Bert Acosta, Commander Richard E. Byrd, Lieut. G. O. Noville, and Lieut. Bernt Balchen. Their flight was exceptionally notable by reason of the fact that they were in the air more than forty-three hours during persistent bad weather, landing safely in France though failing to find Paris in the fog.



# THE AMERICAN REVIEW OF REVIEWS

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## THE PROGRESS OF THE WORLD

### *Bargaining About Navies*

These pages go to press with the Conference at Geneva still endeavoring to arrive at conclusions. By way of reminder, some readers may like to be told again that this conference, which opened on June 20, was called by President Coolidge to consider a more complete limitation of the strength of navies than had been secured in 1922 by the Conference at Washington. President Wilson, after his experiences in the Peace Conference, had come to the conclusion that it would be best, not only for the United States but for the peace of the entire world, if our Government should proceed at once to build a navy decidedly greater in capacity than that of any other nation. The European countries were still in a dangerous state of unrest. The old balance of power had been destroyed. Germany had been eliminated as a sea power. France and Italy, maintaining unprecedented land forces, could not afford to build great navies. Japan, on the other hand, confident by reason of her alliance with Great Britain, was planning to dominate the Pacific with her fleets, leaving it to the British to hold undisputed maritime control elsewhere in the world.

### *Our Position Ten Years Ago*

Strategically, the United States stood as a great island between the Atlantic and the Pacific. The efforts of this country on behalf of the Allies had terminated the war. It was perfectly understood everywhere that the United States was the only first-class power that was free from imperialistic aims and ambitions. It happened also that we were the only nation in a financial

position that could justify the construction and maintenance of a predominant Navy, to be used in a period of change and transition, primarily to safeguard our own interests, but also at the same time to encourage all peace-loving peoples. Before we had entered the war, both European groups had flouted maritime international law, and had treated the rights of neutrals on the high seas with precisely the same disregard as had been shown by Great Britain and France during the long period that culminated finally in our war with Great Britain of 1812-14. If we had been wise enough to profit by the lessons of the past, we should have proceeded without delay in the early autumn of 1914 to build up the strongest fleet in the world for the defense of our own rights and for the promotion of world peace on a sound basis. Unfortunately we were slow to put ourselves in such a position. After three years of humiliating experience, we declared ourselves at war in 1917, with almost no preparation whatever. The great fleet that we finally decided to build was in acknowledgment of the profound error we had made. We were then keenly mindful of our failure to enter upon a defensive program in the months and years immediately following the outbreak of the World War in the summer of 1914.

### *Recalling the Washington Conference*

When President Harding and Secretary Hughes called the nations into conference at Washington, in 1921, our building program was well begun. It was admitted everywhere that our Navy would soon outrank that of Great Britain, and would more than double that of Japan, with no other

Navy strong enough to be considered. Many Americans, watching the proceedings at Geneva during the last days of June and the first two weeks of July, have now been saying to one another that our attitude in the Washington Conference, magnanimous and statesmanlike as it was considered at that time, was too optimistic. It appeared that other Governments had not found it compatible with the necessities that confront them to consider anything at all except their own particular interests, and have been less than ever disposed even to reduce armaments, much less to disarm on broad and sincere agreements.

*We Expected  
Reduction of  
Armaments*

It seemed absurd to the people of the United States, after the German battleships had been sunk—thus ending the career of the most aggressive and dangerous if not the most absolutely powerful navy that the world had ever seen—that there should be a continuance of naval expansion, or of competitive building programs. The nations that had been cooperating in the Great War claimed that they were the champions of law and peace. With the disarmament of Germany and the dismemberment of Austria, followed by the collapse of Russia as a military and naval empire, it was expected that there would be rapid reduction of the allied armies. Also it was assumed that a reduction of navies to the point of sufficiency for coast defense and for protection against piracy might be hoped for with assurance. It was not to take upon ourselves the overlordship of the seas that we were building the largest navy, but as a means of helping the world to get rid of illusions, and to derive from the Great War some of the benefits that had been promised.

*Our  
Theory of  
Ratios*

If we had been without a navy and without a naval program that was rapidly approaching realization, we should have had no influence upon the plans of other naval powers. At the very opening of the Washington Conference, it will be remembered, Secretary Hughes made his proposals. He offered at once to abandon our new position of superiority, and to accept a place of equality with Great Britain. He gave Japan third place, and he suggested that France and Italy allow themselves to remain in their existing positions. As regards

the United States, Great Britain, and Japan, he proposed the formula of 5-5-3. This meant that the United States and Great Britain should maintain naval equality, and that Japan's naval strength should be three-fifths as great as that of either of the superior powers. Mr. Balfour, as head of the British delegation at Washington, immediately accepted Mr. Hughes's proposals, waving aside technical details and speaking as a matter of principle.

*Other  
Issues at  
Washington*

To stop the competitive building of navies was only one of the objects of the Washington Conference. With the German fleet out of the way, the United States could not regard the British-Japanese Alliance as further justified in view of our interests in the Pacific. We gave up our naval superiority, and the British in turn gave up the Japanese Alliance. We gratified Japan by agreeing not to fortify Guam, and we modified plans for Philippine fortification. Important agreements were made relating to foreign policy in China. The French and Italians were willing to accept their small ratios, insofar as battleships and armored cruisers exceeding 10,000 tons were concerned, but were not willing to have ratios applied to submarines or the other auxiliary classes of vessels. In the end, therefore, the Washington Treaty was made applicable only to so-called capital ships.

*Battleships  
Limited*

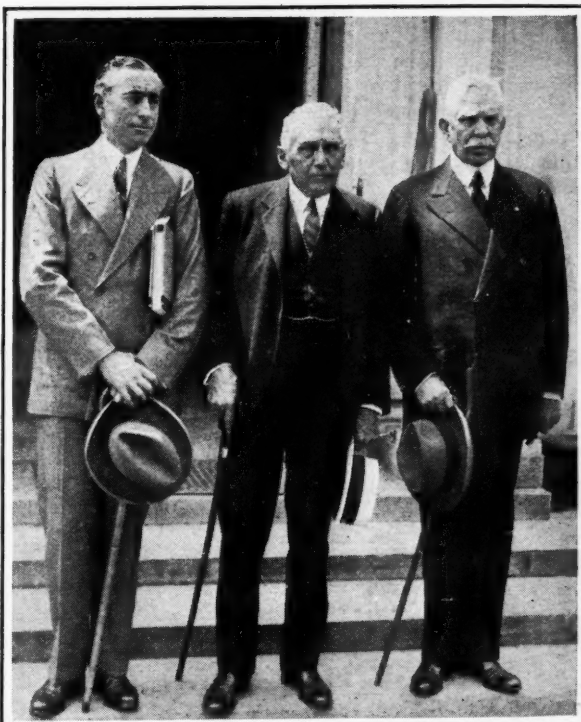
It was perfectly understood, however, in the United States, that as between the two leading Powers the principle of equality was intended to cover the whole field of naval armament. The Senate would not have ratified the agreement on any other theory. It is the opinion of many experts, including some of our own foremost authorities, that the great battleships which now cost forty or fifty million dollars apiece are not to be relied upon as the chief basis of future sea power. Agreement about other kinds of naval armament is not less desirable, certainly, than the fixing of ratios for capital ships. Ever since the Washington Conference it has been understood that in due time there would be further negotiations in order to bring about limitation of construction in the other classes, namely, cruisers, submarines, destroyers, with airplane carriers of certain sizes and characters also involved.

*Cruisers  
the Issue  
at Geneva*

Our original proposals at the Washington Conference were, indeed, not restricted to the so-called "dreadnoughts," or great floating fortresses, but dealt with naval armament as a whole. We were very inferior in vessels of the cruiser type, while superior in the small, swift craft known as destroyers. The British in the Washington Conference had also a definite program, specifying maximum tonnage of cruisers and other auxiliaries. There has been a tendency since that conference toward expansion in the construction of types not limited by the agreement. President Coolidge called the invited Powers to participate in this season's Geneva Conference in the hope that limits might be fixed upon the construction of cruisers, submarines, and destroyers. The French and Italian Governments were not prepared to enter such a conference, but the British and Japanese accepted. There were of course the usual preliminary diplomatic conversations, and our Government had good reason to think that the conference would produce results. Mr. Hugh Gibson, as head of the American delegation, at once made proposals designed to restrict the total tonnage of cruisers to 250,000 tons.

*Britain  
Makes  
Demands*

Mr. Bridgeman, head of the British delegation, astonished the world by declaring that Great Britain would not be satisfied with less than 600,000 tons, and he further proposed to limit greatly the 10,000-ton cruisers that are regarded as necessary for American service, and to multiply smaller cruisers of a size and type that would not be efficient for our purposes. The British were demanding a cruiser fleet of more than twice the maximum tonnage and efficiency that they themselves declared to be sufficient only five years ago at the Washington Conference. The Japanese had hoped for a better ratio than 5-5-3 as regards these auxiliary vessels; but, even if the old ratio



AMERICAN MEMBERS OF THE DISARMAMENT CONFERENCE,  
WITH SECRETARY KELLOGG

(Mr. Hugh Gibson, at the left, as chairman of the American delegation, was made President of the Conference. Admiral Hilary P. Jones, at the right, represents the best expert naval opinion. Secretary Kellogg, though remaining at Washington, kept in constant touch with the deliberations of the Conference at Geneva.)

were applied, they could not possibly have built up to the 360,000 tons that the British proposal would have assigned to them. The British argument ignored all the principles upon which agreements had been made at Washington. The Bridgeman-Cecil delegation was unfortunate in its inability to comprehend the American point of view, and seemed to have no concern for the general cause of disarmament. Even if some compromise agreement should have been adopted, it was feared in America and Japan that the result would not produce real satisfaction in any quarter. The Japanese demanded actual limitation, while the British saw nothing but their own ambitious program of expansion.

*America's  
Equal Right  
to a Navy*

The interests of the United States in world commerce are vastly greater now than ever before; and the fact that merchant ships under foreign flags are carrying most of



BRITISH SPOKESMEN AT THE GENEVA CONFERENCE ON NAVAL DISARMAMENT

(At the left is Admiral Jellicoe; in the center, Lord Robert Cecil; and at the right, Rt. Hon. W. C. Bridgeman, First Lord of the Admiralty)

our exports and imports makes it more necessary rather than less that we should be prepared to protect our foreign trade. Many commodities that we import are essential to the carrying on of our industries. Furthermore, we have a coastwise shipping trade the magnitude of which few people comprehend. Our external investments are greater than the total national wealth of some very important countries. Let us hope that the time may come when the high seas can be neutralized, and fully governed under an international constitution, with maritime international law perfected. Until that times comes, the United States is the power that can best afford to maintain a strong navy; and it would be to the advantage of our British friends if they should be far-sighted enough to understand the situation in its large, historic significance. In ultimate reality, no nation should have a big navy; and British and American trade require no more armed protection than that of Holland or Germany.

#### No Reason for Bitterness

No matter what should have been the outcome of this particular conference, there is no reason to be pessimistic or to entertain unfriendly thoughts. The Administration can prove beyond a peradventure that it has done its very best to prevent additional naval expenditure by securing agreement with other countries. If such arrangements are not made, it will not be the fault of the United States. President Coolidge and Secretary Kellogg have been in constant communication with Geneva, and have been supporting intelligently and consistently the views expressed by Mr. Gibson, and by Admiral Hilary Jones, who have been the two chief spokesmen of our delegation, Mr. Gibson being President of the Conference. This country will be competent to proceed alone to develop a naval policy; and there will be nothing to prevent a constant interchange of views in a friendly way with the British, Japanese, and other governments. The signing of formal treaties is sometimes a desirable thing; but it is even more desirable to be on the best terms with one's neighbors and to seek constantly to maintain good understandings. Thus if Congress should decide to enlarge our naval building program quite materially, it would not mean that we were building against Great Britain or against Japan, but rather that we were preparing as against an uncertain future to protect our own interests and to do our full part toward maintaining a safe and orderly world.

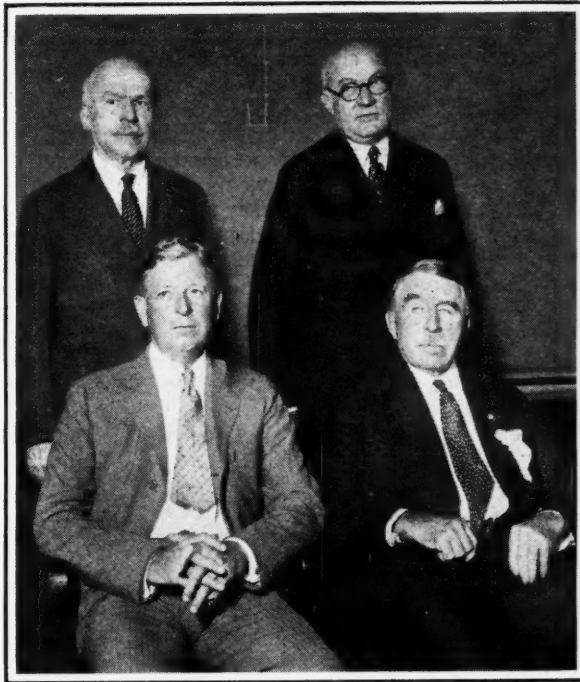
#### Mr. Simonds Comments

Mr. Simonds, who has attended a good many international conferences and has studied closely the proceedings of all such gatherings during many years past, is better qualified than most writers to present both facts and conclusions regarding the recent proceedings at Geneva. In this number will be found his preliminary observations, which are both acute and profound in their grasp of the essential situation. For a final



estimate he must of course await the adjournment of the conference; and we shall have a concluding presentation of the subject from his pen next month. With all regard for the excellent gentlemen composing the British delegation, it would seem that they were not as skillful or as capable as the group led by Balfour at the Washington Conference. The position of the Japanese and Americans has seemed relatively clear and consistent. The reassuring speeches to home audiences made by Messrs. Chamberlain, Churchill, and other leading members of the Cabinet, breathing the spirit of accord and good will, have seemed quite at variance with the manners and methods of Bridgeman, Cecil, and others as negotiators at Geneva.

**National Requirements** With numerous coaling stations in all parts of the world, the British Government sees that it can utilize a large number of the smaller cruisers. If other nations could be persuaded to limit the size of cruiser guns to a six-inch caliber, several scores of fast British merchantmen could be converted into cruisers on short notice in case of war. With few coaling stations and long distances to consider, the larger type of cruiser armed with eight-inch guns is essential for the American navy. Thus, our Pacific coast interests grow constantly more important and we have to consider not only Hawaii but the Philippines as requiring our naval protection. Undoubtedly, also, it is for the best interests of Japan herself as well as of China, Australia, and India, that we should maintain a high naval efficiency in the Pacific Ocean. Far from menacing British trade or British prestige, a strong American navy, helping to make for security everywhere, is precisely what a far-seeing British policy should regard as eminently desirable. It might even be argued with plausibility, that a superior American navy would be more valuable in the long run, as a safeguard of the British Empire, than a strong British fleet on the seas, with America



GENERAL WOOD, GOVERNOR OF THE PHILIPPINES, IN CONFERENCE WITH OFFICIALS AT WASHINGTON

(At the left, seated, is the Secretary of War, Dwight Davis, with General Wood at the right. Standing are Major-General Frank McIntyre, Chief of the Bureau of Insular Affairs of the War Department, and Congressman Edgar R. Kiess, Chairman of the Insular Affairs Committee of the House of Representatives)

lapsed to the status of a fourth rate naval power and retiring from foreign trade.

**Our Place  
in the  
Philippines**

There is now reason to believe that American public men have within the past year learned a good deal about conditions in the Philippine Islands. We have no disposition to express party prejudice or to praise or to blame either party for its handling of Philippine problems. We acquired the Philippines under the Republican Administration of President McKinley. Under Mr. Bryan's leadership, the Democratic party in 1900 denounced our acquisition of the Islands; but in the election of that year the McKinley policies were sustained. We were perhaps too eager to impose our standards of education, sanitation, and political and economic efficiency upon the island population. A limited number of Spanish-speaking Filipinos with gifts of attractive personality and convincing fluency of speech were able to persuade Democratic leaders in the United States



that the Philippines were ready for political independence. These leaders at Washington were doubtless sincere; and several Democratic national conventions in upholding the doctrine of Philippine independence have thought their position praiseworthy. They have assumed that they were taking a large and disinterested view, and were setting the world an example. They thought it a noble thing to retrace our steps and to renounce and liquidate our rudimentary trans-Pacific empire.

*Democrats  
Studying  
the Facts*

It is much easier to base a working policy upon a maxim or a theory than to lay aside preconceived notions and make a resolute study of things as they are. We are publishing in this number of the REVIEW an article on General Wood's six years as Governor General, showing the situation that he found when he went to Manila, and setting forth the results of his work and the obstacles that he has encountered. These obstacles have been due chiefly to a failure in the United States to understand all the essential facts. However, a marked change has come about in American sentiment, due to a recent re-study of the subject by various American leaders, especially by Democrats. Thus a Filipino lawyer, Mr. Vicente Villamin, now resident in New York, has obtained expressions from a number of well-known Democrats, and has arranged and compiled them for the readers of this periodical. We commend them to the attention of thoughtful Americans, regardless of party. They appear in this issue, beginning on page 154.

*Liberty is  
a Substantial  
Thing*

Liberty in the political sense is something real and valuable, and not merely a whimsical affair. To suppose that inhabitants of Porto Rico or Hawaii would be in possession of a larger measure of this substantial value that we call liberty, if they were wholly separated from political association with the United States, is absurd. It would mean the abandonment of the substance while grasping at the shadow. The same thing is true of the Philippines, but in far greater degree. The Filipino people are so fortunate in the fact of their political relation to the United States that it is almost imbecile to think that the withdrawal of the American flag could be otherwise than a supreme disaster for the islands and their

people. There are various ways in which, looking to the future, the Filipino leaders could be made happier in their public relations. But this ought to come about not through a weakening of the American connection but on the contrary through the strengthening of the present political and economic ties.

*Business  
Needs Firm  
Policy*

Our wavering policy at Washington has had a tendency to drive away American capital, or at least to prevent its enlarged employment in the islands. American investment funds since the Great War have been going by the hundreds of millions of dollars into the development of Europe and of South America. Great sums have gone into Cuba and the West Indies. Mr. Firestone and his associates are spending millions on the West Coast of Africa, in Liberia, to provide for an American controlled supply of crude rubber. Yet the Philippines under the American flag are admirably suited to the production of rubber in enormous quantities. Two things only have been standing in the way of the development of these islands. One has been the uncertainty created by the independence movement at Manila, with its endorsement by the Democratic party in the United States. The other has been the restrictive legislation having to do with the acquisition and holding of property, and the justified feeling on the part of American business men that self-government as carried on by the Filipino politicians at Manila is not in the interest of sound and stable economic development.

*Theory, at  
Moscow and  
at Manila*

At Moscow they are the victims of bad theories and foggy illusions about government and business, and all this is to the extreme disadvantage of the Russian people. We have been able at Washington to have a clear-headed view of what is going on in Russia. But we have somehow held a timid attitude toward foolish and wholly misleading views regarding the Philippines. This attitude at Washington has in no way been advantageous to American interests; neither has it created the impression elsewhere in the world of a wise and discriminating exercise of the principles of justice. It is quite time to deal in a strong and sensible way with Philippine questions. The United States Government has precisely the same

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**BENITO MUSSOLINI, PREMIER AND DICTATOR OF ITALY, SURROUNDED BY HIS MILITARY STAFF**  
 (From a new photograph, made on the occasion of the eighth anniversary of assumption of power by the Fascisti)

authority over the public lands of the Philippine Islands as over those of Alaska. It is the duty of our Government to give the islands a chance to develop their resources, and greatly to expand their wealth and to enlarge their commerce. It is also the business of the Government to give the islands the naval importance that would enhance American prestige in the Far East. Worthy and promising young Filipinos should be trained for various services, whether in the islands or elsewhere under the American flag, and should be brought to realize that the advantages all lie, at least for a long time to come, with the encouragement and the strengthening of the ties that bind those interesting islands to the American Republic.

*Contrary  
Tendencies  
in Europe*

More important than technical agreements fixing naval ratios is the development of an international public opinion that may act as a curb upon the successors of those cliques of fanatical imperialists and militarists who had shaped European history through many decades, and had precipitated the Great War. Mr. Simonds in this number

makes a most illuminating comparison between the conditions existing in 1914 and those of the present year. He finds real growth of peace sentiment in France, Germany, and Great Britain. He sees grave menace, however, in the antagonism between Russia and England, and in the revolutionary aggressions of Sovietism. Also in the excessive nationalism of Italy he defines a source of danger that must affect the military and naval policies of other countries. So far as Italy is concerned, the real problem is more likely to be one of internal than of external politics. If anything should happen to Mussolini, it might prove difficult to keep the Italian nation keyed up to the pitch of enthusiasm and of self-sacrificing devotion that has made the grandeur of Italy, and its program of expansion and success in the world, a patriotic religion tolerating no dissent or heresy.

*Mussolini's  
Personal  
Risk*

Mussolini has achieved amazing results thus far; but something might happen at any moment to break the magic spell that he has cast over the minds and spirits of his temperamental fellow countrymen. Great

things can be done under emotional stress; and revivalism in one form or another is an instrument of efficiency. But, although the effects may not be wholly ephemeral, the mood of the evangelistic awakening can seldom be long sustained. Leadership like that of Mussolini tends to grow arbitrary, and its discipline makes enemies. The attempts to assassinate the Duce begin to count up, and it is too much to expect that there will be no more of them. He is aware that his enemies mean to murder him. Nobody can predict what would happen if one of these attacks should succeed. The Italians are intense and hot-blooded, and an era of tranquillity could hardly follow the shock of Mussolini's death by the hand of a bomb-thrower or gunman.

*Assassins  
as Political  
Instruments*

Assassination for political reasons has been practised from time immemorial, often with profound consequences. In the old Czaristic days, threats of assassination led to more than one step of reform for the benefit of the people. Bolshevism has made regular and almost unremitting use of assassination, as a means not merely of preventing the organization of the normal and intelligent elements of Russian society but also as a method of reducing the tendency to disagreement among its own dictatorial group. Modern England has been remarkably free from the crime of political assassination, while there have been some notable and shocking instances in Germany, and an instance or two in France. Thus the French President Sadi-Carnot was assassinated in 1894, and the leader of the Socialist party, Senator Jaures, in 1914. The assassination of the Austrian Crown Prince precipitated the World War. In 1921, the German statesman, Erzberger, was assassinated, and in 1922 the same fate overtook Dr. Walter Rathenau, then Germany's Minister of Foreign Affairs. Intense factional bitterness leads to crimes of this kind, and fortunately in the United States, England, and Canada there is now comparatively little to prey upon the disordered minds of individuals susceptible to this particular type of fanatical obsession.

*Murder as  
an Irish  
Argument*

In Ireland, on the other hand, political emotion has always been intense, and it has been a hard thing to bring Ireland out of those unsettled conditions in the realms of poli-

tics, economics, and government that incite reckless youths to deeds of violence. Revenge is a motive that is confined to no race or nationality; but it leads more frequently in Italy, Mexico, and Ireland to what may be termed "direct action" than in some other countries. Our readers will not fail to have surmised for themselves that these remarks are suggested by the assassination of one of the most brilliant and capable of the young leaders who have been responsible for the emergence of the Irish Free State. Kevin O'Higgins was shot and killed, by several men in an automobile, as he was entering a Dublin church on Sunday morning, July 10. He was a young man of great promise, possessing remarkable force of mind and character. He was Vice-President of the Irish Free State and also held the two portfolios in the Cosgrave Cabinet of Minister for Justice and Minister for External Affairs. He had just returned from Geneva, where he had attended sessions of the Naval Conference. He was a nephew of the present Governor-General of Ireland, Mr. Timothy Healy, and was a close associate and staunch supporter of the President of the Executive Council, William T. Cosgrave.

*The Case of  
O'Higgins*

Mr. O'Higgins had formerly been a leader in the struggle against English control; but he had been one of the signers of the treaty with Great Britain that laid the foundations of the present Irish Free State. He had helped to put down the De Valera revolution, and as Minister for Justice had been compelled to punish disloyalty, although the execution of some of his own personal friends for political crimes was exceedingly painful for him to countenance. The so-called "Republican" leaders disavow all connection with this latest crime; but their followers have been too well trained in the political arguments of violence to lay them aside completely in deference to Mr. De Valera's change of method. As he died, O'Higgins uttered words of friendliness and of patriotism and said that he was going to join Michael Collins. General Collins, who was the Premier of the Irish Free State, was assassinated five years ago, namely on August 22, 1922. O'Higgins was eulogized as warmly in England as in Ireland, and his death seems to have had a sobering effect upon the enemies of the Free State. In the recent elections, the Republicans—whose

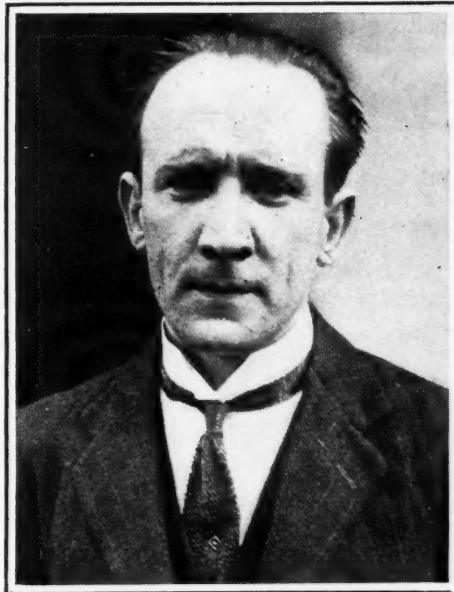
only article of faith is their intense bitterness against the nominal inclusion of Ireland in the so-called British Commonwealth, which involves recognition of the British Crown—made a substantial gain. But their successful candidates for the Dublin Parliament have not been seated because they refuse to take the necessary oath of allegiance. Besides the major party to which President Cosgrave and Vice-President O'Higgins belonged, there are several minor parties, representing local issues, but all of them accepting the terms of the treaty with Great Britain. Although lacking a clear majority, President Cosgrave and his party have been continued in executive office by the consent of enough members of these minor parties to constitute a working majority. The Irish Free State is already a demonstrated success, and it is not to be overthrown by the assassination now and then of an individual leader.

*Wisdom,  
and a  
Diplomat*

Great Britain is fortunate in being represented at Washington by a man of such admirable temper and such well-poised judgment as Sir Esme Howard. With great diplomatic experience and an immense knowledge of affairs throughout the world, Sir Esme is never ostentatious; is always on good terms with the fellowmen he finds around him; and he is never found to be otherwise than open-minded, sincere, and calmly philosophical. If he were told by his Government to sit down with Secretary Kellogg at Washington, on some date when both men were sufficiently at leisure, it may well be believed that all such questions as those that have been under discussion in the Naval Conference at Geneva could be adjusted in very short order, in so far as these two countries alone are concerned. The presence of an Irish Minister at Washington, far from being in any manner disturbing to a British Ambassador like Sir Esme Howard, is merely a further opportunity for beneficial coöperation; and the same thing is true of the setting up in Washington of a Canadian Legation.

*A Problem  
Quickly  
Solved*

Detroit is a large industrial city on the American side of a river that separates the United States from Canada. It is easy to reach the residential suburbs across the river from the automobile works and industrial establishments of Detroit. Many

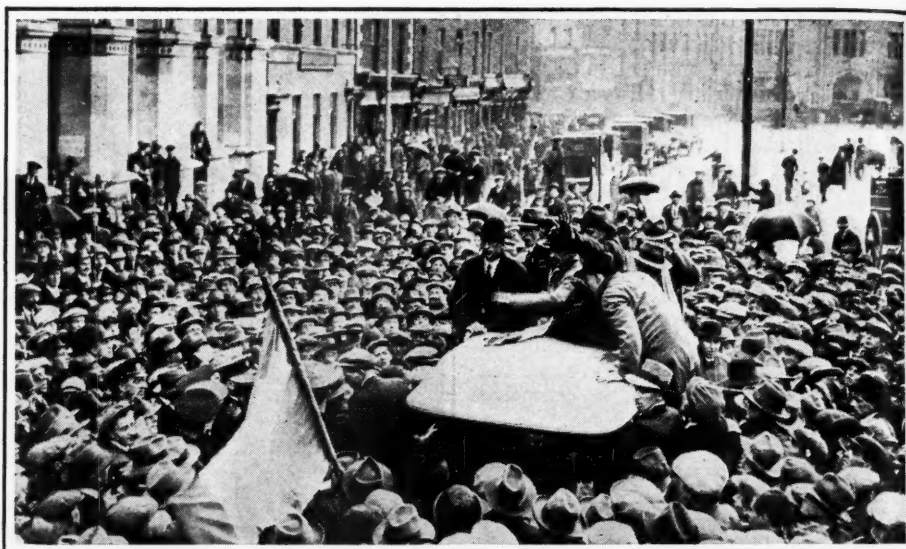


KEVIN O'HIGGINS, VICE-PRESIDENT OF THE IRISH FREE STATE

(Who was assassinated in the streets of Dublin on Sunday, July 10)

Canadian citizens residing on their own side of the river have found regular employment on the American side. The Department of Labor discovers that it is under necessity of applying to this movement across the river certain clauses in our recent legislation having to do with immigration. Even if we were to take the most liberal view of the employment of genuine Canadians on the American side, there is the problem of recent immigrants from Europe. Many of these, being unable to enter as immigrants at our ports on account of quota provisions and other restrictions, have gone to Canada, where there are no such rules to exclude them. Making their homes on the Canadian side of the river, they have been crossing to Detroit for daily employment. It would seem plain that this is an evasion of our laws, and that the orders of the Department of Labor are justified. Nevertheless, a sharp and strict enforcement of the law would obviously entail hardship. The new Canadian Minister, Vincent Massey, confers with Secretary Kellogg and agreements mutually satisfactory are arranged without delay. If this situation had been reported by the Canadian Government at Ottawa to the Foreign Office in London, and had subsequently been passed along by the London





**EMAMON DE VALERA, LEADER OF THE REPUBLICAN MOVEMENT IN IRELAND, ADDRESSES A CROWD OF ADMIRERS IN DUBLIN**

(After he and forty-three other newly elected members of the Irish Parliament refused to take the required oath of allegiance to King George)

officials to the British Embassy at Washington, with instructions to take the question up with the American Government, it is quite certain that its treatment would have been delayed for months, if not for a year or two. Having the benefit of direct diplomatic relations, Canada and the United States were able to arrange this matter without friction and without delay.

*A Canadian Jubilee*

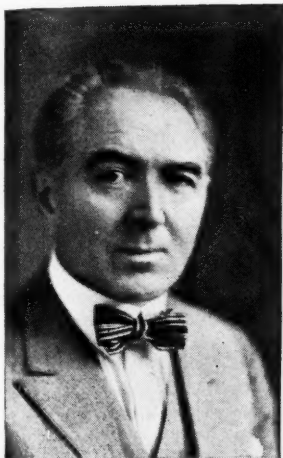
They have been celebrating in Canada the completion of sixty years of self-government on the Federal plan. Canada is one of the most enlightened and progressive nations of this age, and we are happy in the United States to have the privilege and advantage of sharing the North American continent with neighbors who are so worthy of our respect and confidence, and whose advancement is so closely related to ours. Canada has trained able leaders in politics, in the professions, and in all the walks of life, and is eminently capable of managing her own affairs. She is no longer in leading strings, and she needs no advice either from the United States or from Great Britain. Her people live in North America and not in Europe. Their responsibilities primarily are in the Western Hemisphere; that is to say, in their own geographical and physical

home. A great many of our young Americans have gone into Northwest Canada to help in the making of modern states. A great many Canadians, on the other hand, have come over into New England, New York, and other States east of the Mississippi River to form a useful and industrious element in our economic life, and ultimately to play their worthy part in our public and private affairs. Some large amounts of American industrial capital have gone into Canada to assist in the development of hydro-electric power and in the establishment of various industries. It behooves each country to take a generous view of its relationship with the other. There ought to be much greater freedom for the exchange of commodities, and we should like to see the completest kind of tariff reciprocity between the United States and the Dominion of Canada.

*A Quiet Summer at Washington*

With President Coolidge in the Black Hills of South Dakota, and with Congress adjourned since March 4 for the long vacation, Washington is a charming place in its summer repose. The Diplomatic groups are scattered at mountain and seaside resorts, and Chief Justice Taft is enjoying his regular vacation on the banks of the St. Lawrence

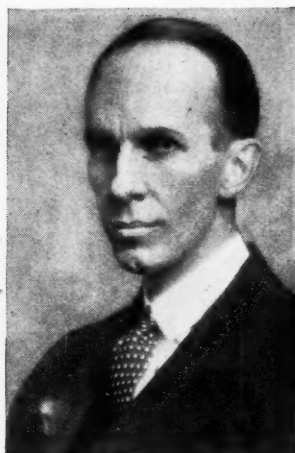




Timothy A. Smiddy  
(Ireland)



Sir Esmé Howard



Vincent Massey  
(Canada)

DIPLOMATIC REPRESENTATIVES OF THE BRITISH EMPIRE AT WASHINGTON

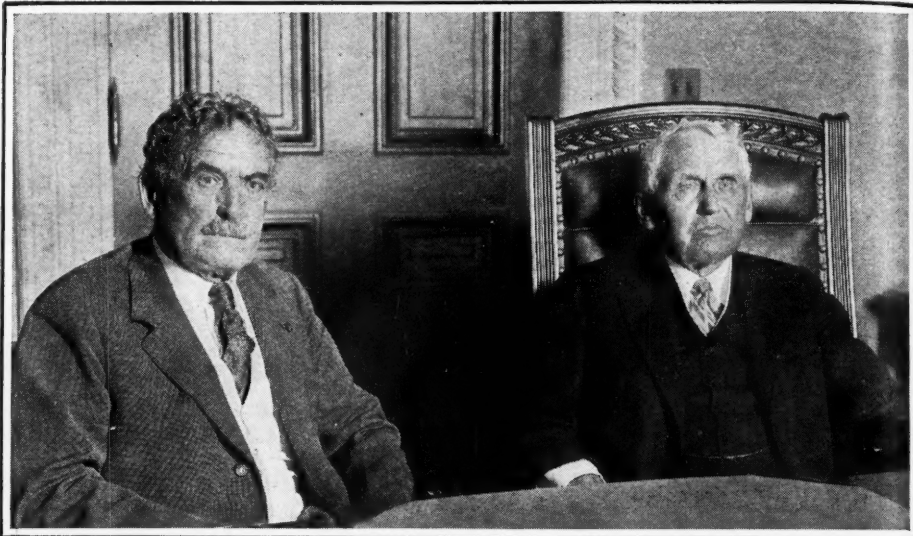
at Murray Bay. Treasury affairs are prosperous and going smoothly, so that Secretary Mellon may have as long a vacation as he chooses. Secretaries of Agriculture, the Interior, Commerce, War, and the Navy have many good reasons—quite in the line of their duties—for going far away from Washington in the summer-time. Every high official indeed may go away to inspect one thing or another, excepting only the Secretary of State. Few people realize how much business crowds in upon our foreign office, and how many things are brought to the personal attention of Secretary Kellogg, even though the Department is more elaborately organized than in former times. Direct negotiations also are dealing with the subject of joint development of St. Lawrence navigation.

*Mr. Kellogg at his Official Post* Our Secretary of State no longer takes vacations. He has reports from China every day, because we are under the necessity of keeping close watch upon all that is going on in the military and political complications that involve the great nation across the Pacific. It must not be supposed that the Secretary of State has merely been receiving a perfunctory report now and then from the Conference at Geneva. Not only has he been in close touch with that situation, but it is inevitable that he should receive communications bearing upon it from Ambassador MacVeagh at Tokio, from Ambassador Houghton at London,

and from other centers of political intelligence. Ambassador Sheffield has come back from Mexico, and it has been necessary for Mr. Kellogg to be brought into full conference with that official. Mr. Sheffield has visited President Coolidge in the West, and it is understood that he has now resigned from his difficult post, to take effect upon the appointment of his successor, and meanwhile he is sailing for a European vacation of a few weeks.

*Numerous Foreign Questions*

In Mexico, a presidential campaign is pending, and our State Department has to consider the bearings of this situation, in which strong rival candidates have appeared, upon the settlement of the disagreements that have been causing ceaseless argument between the two Governments for several years. Although the foreign diplomats are scattered to various summer resorts, they drop into Washington one after another for a day, to confer with the State Department upon some matter that seems to require attention. Mr. Kellogg's long and varied public experience enables him to turn quickly from one topic to another; and he has the aid of many specialists in the bureaus of the Department. But neither his experience nor his competent organization provides him with a way to escape from those incessant demands upon his time and attention that make the Secretary of State by far our busiest and most responsible official, excepting the President himself.



SECRETARY KELLOGG AT HIS DESK IN THE STATE DEPARTMENT, WITH OUR AMBASSADOR AT PARIS, HON. MYRON T. HERRICK, AT HIS SIDE

(Mr. Kellogg was Ambassador at London, while Mr. Houghton, his successor, was Ambassador at Berlin, with Mr. Herrick at Paris. These three Americans of unusual qualifications are continued in office and represent America in a way that commands the highest confidence)

*Strain on Presidents-- Mexico* Diaz held on as President of Mexico through more than a quarter of a century. He kept himself in power with a masterful hand upon the helm of government. In his everyday work, he was what we in America would call an "easy boss." The detailed duties of his office were not of a kind to work or to worry the life out of him in brief months or years. In matters of foreign policy as well as in matters of public and private finance, he maintained the closest harmony with the government at Washington and with American business leaders. He was swift to use military and police power to put down any incipient tendency to dispute his authority. There had been earlier laws directed against the supremacy of the Catholic Church, but General Diaz did not enforce them or interfere in any way with the ecclesiastical hierarchy. Being President of Mexico nowadays is a wholly different affair. President Calles is in bitter controversy with the Church in his attempt to subordinate the ecclesiastical to the civil authority. He is trying to revolutionize property conditions and is employing what seem to us to be wholesale methods of confiscation. He is aware that there are growing elements of opposition that he can not put down with the absolute

methods employed by Diaz. In his foreign relations, he can not lean comfortably upon the strong arm of his neighbor, Uncle Sam, as friend and sponsor. In short, to be President of Mexico nowadays is more than uncomfortable. Unquestionably it is a nerve-racking and heart-breaking business. One four-year term is enough without intermission. Thus Obregon, having had four years of rest, is now a candidate to succeed Calles.

*What of the American Presidency?*

But what of being President of the United States? The exacting tasks and cares of the office were beyond the physical endurance of President Wilson. The strain broke him down and killed him. The burdens of the Presidency led to the death in office of President Harding. In a recent talk with newspaper men, Chief Justice Taft, with a delightful frankness that every American enjoys and appreciates, pointed out the differences between the tasks and duties of his present great office and those of the Presidency. He is our highest authority on that subject. The responsibilities of the Supreme Bench are great, and to meet them requires industry and concentration. But it is not the kind of work that subjects one to the endless pressure that torments the incumbent of the White House. The Presi-

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dent has to make important speeches on all sorts of occasions. He meets hundreds of delegations, and myriads of individuals. He makes thousands of appointments to public office. He is compelled to have policies and convictions, and to concern himself with important legislation. He is subject to the scrutiny of the most capable, independent and exacting newspaper press that has ever existed anywhere. His every word and movement is under the observation of politicians of all parties.

*Unceasing  
Tasks and  
Burdens*

Our President must be alert to bring the Government to the aid of any region or locality that suffers from unusual catastrophe, whether by flood, earthquake, fire, or pestilence. He praises the hero, and he condoles with the bereaved. Mr. Roosevelt met the work of the presidency with a magnificent physical constitution and with a rare ability to dispatch business. Yet towards the end of his second term he was undoubtedly beginning to show some of the effects of the overwhelming and unceasing labors to which he was subjected by the nature of his great office. It is often said that there is no other public position in the world so fraught with personal power as the presidency of this country. That is wholly true. It also happens that no one has been able to invent a way by which the exercise of authority can be used to secure for its possessor the kind of freedom and opportunity for repose that are the privilege of the ordinary citizen who does not live in a blaze of publicity. Our President since the War has become the foremost of international figures. The Conference at Geneva is his affair, in personal and political reality, to a far greater extent than might be supposed. To veto a farm relief bill that both Houses and both parties had supported, is no light exercise of authority. To call or not to call a special session for flood relief action is a question not to be answered casually.

*The  
President's  
Busy Summer*

The repairs of the White House at Washington, made necessary by the dangerous decay of roof timbers, have been upon an extensive scale and will be completed in the present month of August. President Coolidge seems to have made a good choice in his selection of the Black Hills of South Dakota for a summer sojourn. We have read much of his fishing experiences, and of

his regular attendance at a rural church, where a young student is the sermonizer. But perhaps we do not fully realize the fact that President Coolidge keeps his regular office hours at Rapid City, some miles away from the State Game Lodge, which is his temporary home. At Rapid City is a small army of newspaper reporters, correspondents, and press photographers. Governor-General Wood arrives from the Philippines and lays before the President the problems with which we are confronted in the Far East. Ambassador Sheffield makes a personal visitation and the President is put into close touch with the Mexican situation. Extraordinary facilities for communication have been provided by the telegraph and telephone companies, and our President in the Black Hills is as fully informed of the proceedings at the Geneva Conference as are Prime Minister Baldwin and King George in England.

*Facing  
Heavy  
Responsibilities*

Information from the various departments at Washington is laid before the President from time to time. As head of the Republican party, Mr. Coolidge is in more or less direct contact with political leaders from all parts of the country. He finds that the economic, political, and social problems of the agricultural West seem more intimate and more concrete day after day, as one sojourns for a period of weeks or months at a point which, as our map last month showed, is close to Nebraska, Wyoming, and Montana, as well as the Dakotas, and not very far distant from Minnesota, Iowa, Kansas, and Colorado. Having vetoed the McNary-Haugen bill, Mr. Coolidge finds it a logical thing to give much thought to the question what kind of legislation, if any, might be undertaken as a substitute for that measure. On the fourth of July, the President celebrated his fifty-fifth birthday. He had completed four months of the second half of his four-year term. Reckoning from July 4, there remained twenty months of further official duty. His administration is regarded everywhere as successful quite beyond the average.

*Will  
Coolidge  
"Run" Again?*

There has been much talk about an additional term for Mr. Coolidge from the standpoint of the party and the country. Perhaps there has not been enough attention given to the question of another term from



PRESIDENT COOLIDGE MEETS THE COWBOYS ON THEIR OWN TERMS

(Among many experiences that are novel for the President has been his attendance at rodeos and his entertainment by Northwestern cowboys who have presented him with a gala day costume and a "two-gallon" hat)

the standpoint of Mr. Coolidge himself. It is possible that if he should continue in office until March 4, 1933, he would have added to his prestige; would have found himself stronger than ever in the affection and confidence of his countrymen; would at sixty-one have retained full physical and mental vigor. But, as convention-time approaches in the summer of 1928, he may have adopted for his own personal guidance the motto of "safety first." In short, he may have found—as is the opinion of a medical authority who also holds a high political office—that from the standpoint of health, happiness, and the reasonable hope of long life and future service it would be best to retire from public office on the fourth of March, 1929.

*What of Governor Smith?*

There is not a fraction of the strain involved in being the popular Governor of a great State that goes with the office of President.

Alfred E. Smith has been Governor of New York since January, 1919, except for an interval of two years when Judge Nathan Miller held the office. He is now far along in a six-year stretch of continuous service, comprising his second, third, and fourth terms of two years each. His birthday occurs on September 3, and he will then be fifty-four years old. Thus he is only fourteen months younger than President Coolidge. Both men attained conspicuous positions in state affairs at an unusually early age, Smith in New York and Coolidge in Massachusetts. If they should head the opposing tickets for the presidency next year, they would both be regarded as in the prime of life. Governor Smith's office has gained new importance, now that numerous boards and commissions have been consolidated into a series of executive departments under the governor as chief executive of New York. There is, indeed, plenty of work for any capable governor to do, in any one of our forty-eight States. But to compare the office of a governor with that of the President would be like comparing Lake Champlain with all the oceans of the planet. Governor Smith is a good executive and an intelligent director of the governmental machinery of New York State. Whether or not he would rise to the vast and varied responsibilities of the presidency is a question that by no means is answered by the statement that he is a capable and popular Governor. There can be no doubt, however, of the warm humanity and the many admirable personal qualities that Governor Smith displays, as he goes back and forth from New York City to Albany, and as he meets all sorts and conditions of men.

*Al Smith and the Boy Scouts*

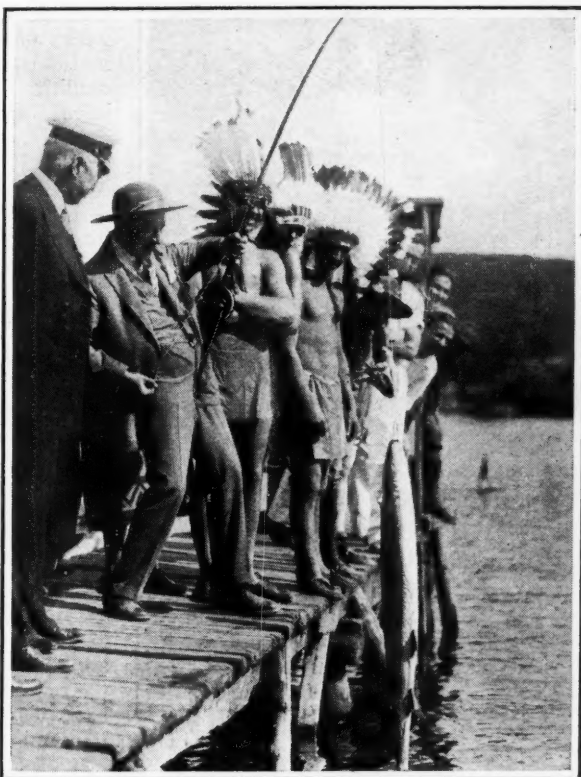
For example, Governor Smith was one of a considerable group of officials and men of affairs who were the guests last month of Mr. Barron Collier on a yachting trip to the great Bear Mountain Park lying on the west shore of the Hudson River, for the purpose of inspecting the summer camps of several



thousand Boy Scouts. Other governors were present, together with men in various offices and leaders in industry and finance. But Governor Smith's personality was pre-eminent; and his magnetic appeal to the thousands of young Boy Scouts in camp was noteworthy. He knew just what to say in his speech to the boys. He identified himself with the Scout movement with frank sincerity, boyish enthusiasm, and rare oratorical talent. The most critical observer must have felt the unusual force and competence of the man who is now regarded as the foremost candidate for the Democratic nomination. The two-thirds rule, however, is likely to hold; and other candidates are preferred in the South and the West.

*Are There  
Great Ones  
Among Us?*

President Butler, of Columbia University, who has been harvesting a few honors and degrees on a visit to Italy—where he has been having man-to-man talks with Premier Mussolini, and arranging for the indexing by American methods of the Vatican Library with the approving thanks of the Pope—has been reported as making interesting comments upon the lack of outstanding leadership and recognized genius in our day. He remarks that the Great War brought forward no surpassing personages, and he does not find statesmanship anywhere now embodied in leaders of marked superiority. However, he admits that there is compensation in the fact that the general average of intelligence and ability is relatively high, and that we are constantly training capable men. One of the managers of the fund that was left by Cecil Rhodes, to support his scheme of Rhodes Scholarships at Oxford, has lately confessed his great disappointment in several hundred young Americans who have studied at that ancient university as picked beneficiaries of the Rhodes endowment. He had thought they would return here, to rule the United States, and to con-



**GOVERNOR AL SMITH HAPPY WITH THE BOY SCOUTS**

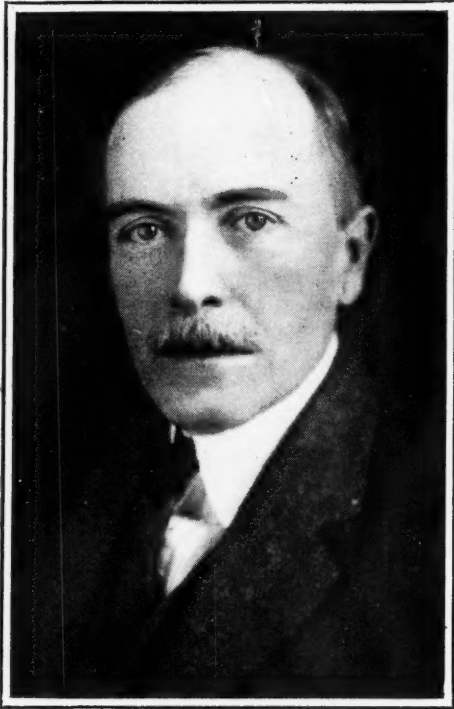
(Seven thousand Boy Scouts will have had camp training and recreation in the Bear Mountain Park, near New York, during the present season. Governor Smith recently addressed them in camp and witnessed a fine Hiawatha pageant. He was presented with a Boy Scout hat and other tokens. Standing beside him is Mr. Barron Collier in his yachting uniform)

vince America that Oxford is the intellectual center of the English-speaking world. He had assumed that Yankeedom as a matter of course would welcome the leadership of Oxford-trained men.

*Thousands  
Are in  
Training*

Oxford remains, unquestionably, a center of culture; and its atmosphere is bookish and refined. In some respects it is superior, and in many others it is not equal, to American universities. With our hundreds of thousands of men trained for the professions and for business in American colleges and universities, the little group who have had some terms of study at Oxford, England, are undoubtedly maintaining quite as high an average of influence as could be expected. Circumstances have altogether changed since the days, fifty or seventy-five years ago, when so many young Americans studied





DR. LIVINGSTON FARRAND, PRESIDENT OF  
CORNELL UNIVERSITY

(This distinguished educational executive, under whose eye a great university develops in various activities, is now organizing what may prove to be the most perfect center for medical instruction in the entire world)

to their great advantage in German universities. Our own facilities in many lines of scientific and academic work are quite equal to those of Europe. Meanwhile, however, the typical American is giving a fairly good account of himself. President Butler himself is a good specimen of the scholar in affairs, and the constructive administrator of a great university.

*Some Men  
of the Day*

Secretary Kellogg is not regarded as equal in stature to the gigantic figure of Daniel Webster; yet he handles with ease many problems that such predecessors as Clay or Webster or Seward would have found rather difficult. We have produced, in times past, men of courage for exploration and adventure; but none has surpassed Commander Byrd as a fine example of American training and manhood, with high courage disciplined by scientific study, and with courtesy and modesty that cannot be spoiled by praise. The country had not known very much about

the Hon. Hugh S. Gibson, yet in the tedious weeks of an exceedingly important diplomatic conference he has shown personal qualities as well as diplomatic skill that have won immediate recognition on the part of all observing governments. Admiral Hilary Jones, who is associated with Mr. Gibson, shows himself quite the equal—in his grasp of naval conditions, and in his understanding of all the problems involved—of the famous Admiral Jellicoe, who is associated with Mr. Bridgeman at the head of the British delegation. Admiral Jones is a great-grandson, by the way, of Chief Justice Marshall. Governor Byrd of Virginia and his brother, the aviator, are descendants of one of the most famous of the early Virginia families. It would be a great mistake to think that Virginia is no longer capable of producing worthy leaders. Governor-General Leonard Wood, as an article in this number clearly demonstrates, has been rounding out a magnificent career by his service of six years at Manila. Hundreds of Americans, at this very moment in their respective spheres, are exhibiting a kind of trained skill, a strength of character, and a capacity for leadership that would have won the enthusiastic admiration of Benjamin Franklin or Thomas Jefferson.

*A New  
Medical  
Center*

So much is being accomplished, in so many fields of endeavor, that it is not easy to keep abreast even of the most notable achievements. Thus a survey of educational progress would bring many specific things to light, and this is true of happenings in the sphere of medicine and of public health. In nothing perhaps have we been advancing more rapidly than in the science of preventive medicine and in medical education. If one should compare the situation today with that which existed when Dr. Abraham Flexner made his famous survey for one of the Carnegie boards, the evidences of improvement would be startling to those whose information has not kept pace with the changes for the better. One of the latest projects in this field is that of the new Cornell Medical College in New York City, which is an adjunct of Cornell University, at Ithaca. In conjunction with the New York Hospital, this medical school is to have new facilities of which it may be said that they will be the most perfect in the world. In due time we shall publish an authorized description for our readers.



MR. JOHN D. ROCKEFELLER, WITH HIS SON

(Mr. Rockefeller's eighty-eighth birthday on July 8 brought him general congratulations. His son, John D. Rockefeller, Jr., now on a European visit with members of his family, is carrying out various plans in the fields of education, health, art, and social advancement to which in all cases he gives careful study as well as generous appropriations of money)

*An Enterprise  
of Magnitude*

Dr. Livingston Farrand, president of Cornell University, is himself a medical authority.

He was at the head of our Red Cross work abroad during and after the War. He is in a position not merely to command the money required for this great project, but to utilize all that is new in scientific discoveries and in improved appointments for clinical as well as laboratory instruction. Many millions of dollars have been made available by the will of the late Payne Whitney; and many more millions have been given by Mr. Rockefeller through the General Education Board and the Rockefeller Foundation. We make this passing allusion in order to illustrate the great things that are moving along quietly in the present season, commanding talent of the highest training, and securing the direction of men of vision who know how to utilize the millions that enlightened philanthropy bestows. Wise employment of these huge funds is demonstrated everywhere.

*Appreciation  
of a Great  
Philanthropist*

On the eighth day of July, Mr. John D. Rockefeller, Sr., celebrated his eighty-eighth birthday. Tributes to his unstinted generosity, and to the marvelous wisdom with which his beneficence has been bestowed, were spontaneous throughout the country. Where men were assembled for one reason or another, on that date, there was quite certain to be heard some word of warm praise for Mr. Rockefeller. Mr. Barron Collier, for example, surrounded by hundreds of Boy Scouts in the forest wilds at Bear Mountain, made a graceful reference to the fact that it was Mr. Rockefeller's birthday, and that in the course of his giving to good causes Mr. Rockefeller had always befriended the Scout movement and had given hundreds of thousands of dollars to its support. All of which was heartily applauded by the Scouts themselves and by the Governors and financiers who were present.

*Investments in  
Medical and  
Health Progress*

A number of years ago Mr. Rockefeller established the Rockefeller Institute for Medical Research, and this institution has been the source of much that has followed in the improvement of public health and in the advancement of medical education. Just as the Payne Whitney fortune is supported by Mr. Rockefeller's money in enabling the Cornell authorities to work out their magnificent project, even so the great medical center resulting from the co-operation of Columbia University and the Presbyterian Hospital has been aided by Rockefeller gifts running into the millions. Similarly, the magnificent development at Rochester under the leadership of President Rush Rhees, of the Rochester University, has come about through financial contributions on a great scale by Mr. George Eastman and the Rockefeller boards. In Chicago, in St. Louis, as well as at the Johns Hopkins University in Baltimore, Rockefeller funds in like manner have been poured out for the benefit of humanity through medical and public health education. Furthermore, this listing of projects is merely to suggest certain present-day movements, and comes far short of being complete.

*Recalling  
Senator Clark's  
Bequest*

Public attention is directed every day by the press to a variety of new topics; and in the swift transition from one subject to another it is easy to forget some good things



THE RECENT UNVEILING OF THE WASHINGTON IRVING MEMORIAL AT IRVINGTON, NEW YORK

(The beautiful design in granite and bronze executed by Daniel C. French includes a fine bust of Washington Irving, with figures of Rip Van Winkle on the right and of the Moor Boabdil on the left. The boy standing in front of the memorial at the extreme left is Washington Irving, the lineal descendant of a brother of the famous author. Next stands Major George Haven Putnam, the orator of the day, and at Major Putnam's side is Mrs. Henry V. D. Black, upon whose initiative and through whose efforts the memorial has been erected.)

that are begun, long before the time has come for their completion. It is not a great while since former Senator William A. Clark died, leaving a vast and varied collection of costly art objects in a stupendous mansion that he had built on Fifth Avenue. His pictures and other treasures were offered by his will to the Metropolitan Museum in New York; but that institution felt itself unable to meet the requirement that the Clark collection should be kept intact in rooms specially provided. To have accepted under these conditions would have required large expenditures that the Museum could not make. Mr. Clark's will provided that the Corcoran Gallery in Washington should have the treasures if they were not accepted in New York. The trustees of the Corcoran Gallery not only accepted the gift promptly but pursued a wise course in showing the executors of the Clark Estate what might be done if funds were given for the placing and perpetuation of the late Senator's pictures, tapestries, antique sculptures and various other objects of art.

*Admirable  
Results at  
Washington*

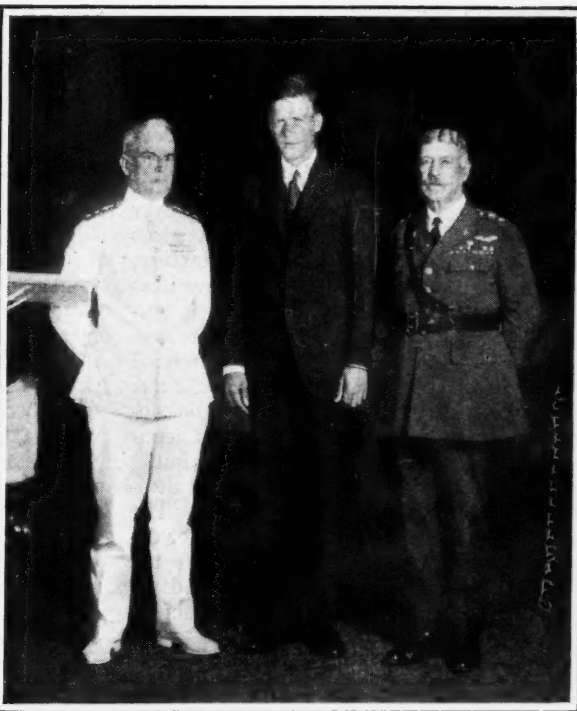
Accordingly, the estate provided \$700,000 for the construction of a series of rooms extending the Corcoran Gallery on the south side; and the plan is being carried out so intelligently and so finely from every standpoint that the results when ready for public inspection will be admitted by all critics to be of surpassing beauty. The Clark collections—once analyzed, classified, and suitably arranged in the most charming exhibition rooms to be found anywhere in the world—will surprise all art lovers by their value and importance. Here again we are alluding to an admirable project that is going forward so quietly at the present moment that only a few people are mindful of it. Next spring, when ready for inspection, it will burst upon the country as a welcome surprise, and in due time our readers will be told of it in greater detail.

*A Memorial  
to Irving*

It is better to delay a long time the building of monuments than to be in haste and to accept bad designs. Too many of our Ameri-

can attempts to commemorate great men and important events by the erection of statues and monuments have been sorry failures, from the artistic standpoint. However, the public taste has improved; and our architects and sculptors are no longer without training and without standards of excellence. It is worth while for localities to value highly their own traditions, and to create visible memorials. As the country matures, there is the more reason for taking thought of our historic past. On June 27, there was unveiled at Irvington, New York, on the Albany Post Road at the entrance of Sunnyside Lane, a fitting monument to remind the passerby that Washington Irving had once been the foremost citizen of that place. The memorial is the artistic creation of our foremost sculptor, Daniel Chester French. The chief address of the occasion was made by Major George Haven Putnam, whose father was Irving's friend and publisher, Major Putnam himself remaining the active head of the same publishing house. As a boy, Major Putnam knew Washington Irving well, this foremost of American men of letters having died in the year 1859. As a rule it requires someone's devotion and persistent effort to give reality to the conception of a local memorial. But when the effort has been made and the thing has been accomplished, there is genuine satisfaction in the achievement.

*A Single-Tax Community* On the east shore of Mobile Bay is a pleasant little community named Fairhope. Some older people will remember that followers of Henry George, whose leading economic doctrine was summed up in the phrase "single tax," undertook to put the George theories into practice by founding a single-tax colony. A recent glimpse of Fairhope (as the editor of this periodical some weeks ago was *en route* from Pensacola to Mobile), revived almost forgotten memories; and a conversation with Mr. Powell of that community resulted in an article that our



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**COLONEL LINDBERGH CONFERS WITH UNCLE SAM'S AIR CHIEFS**

(At the left is Rear-Admiral William A. Moffett, Chief of the Bureau of Aeronautics of the Navy. Maj.-Gen. Mason M. Patrick, Chief of the Army Air Service, is at the right of the group)

readers will find in the present number. Mr. Powell writes after a third of a century, during which he has helped to make the colony a comfortable and a highly civilized place in which to live. The Fairhope plan would not satisfy the restless, speculative tendencies of the average American. But everywhere in this country we are suffering from the effects of a bad system of local taxation; and Fairhope furnishes a contrast that from some standpoints is well worthy of examination. At least, they know precisely what they are about in Fairhope.

*Making  
Airplanes  
Safe*

While the world has been acclaiming the several heroes who have made airplane flights to Europe and to Hawaii, there has come the realization that one hero—though not a human one—went through all the five daring ocean passages with the modesty and consistency of a Lindbergh, and that without such a super-mechanical triumph disaster would have been sure a hundred times.



It staggers the imagination to calculate how many times the Wright aeronautical engines went through their cycle of duty, through more than one hundred hours of aggregate flying, without a failure or splutter. An associate of Mr. Charles L. Lawrence, the inventor of this marvelous piece of mechanism, describes it in this magazine. With the tumult and the shouting over aviation somewhat abated, our inventors are turning their minds to this one feature, safety, which must be further improved before flying is a practical utility of importance. The Guggenheim Fund for the Promotion of Aeronautics is making special efforts to aid the increase of the safety factor by making loans to operating aeroplane concerns for the acquisition "of the most modern multi-motored planes of maximum safety and comfort, so that an actual demonstration of performance and safety will be available as an incentive for the further development of passenger air lines in the United States." This fund thus tends to take the place of the Government subsidy European countries are furnishing.

*Uncle Sam  
Leaves  
Aviation*

After nine years of operation, the Government is going out of the business of transporting mails and passengers by airplane, and turning the routes over to private concerns. The occasion brings to mind the very creditable work that Postmaster-General New has done in building up the air-mail service in this country. The first experimental line was opened in May, 1918, between New York and Washington, using Army planes and pilots, and the Post Office took over its operation a few months later; but the distance did not allow any appreciable saving of time and that service lasted only one year. The American air-mail lines now aggregate 7,340 miles. We have spent, through the Post Office Department, about \$17,000,000 on the service. In the pioneer work 33 pilots have lost their lives. The most important feat of the Post Office Department was in establishing a transcontinental service during 1919 and 1920. In developing this great route our Post Office Department was the first in the world to operate over lighted airways at night and to work on regular schedules of flying through the twenty-four hours, in all kinds of weather and all seasons. The day-and-night service began in July, 1924. The route covered 2,665 miles from coast to

coast, the trip west taking 34 hours and 20 minutes, and east 29 hours and 15 minutes. The most popular and profitable—or least unprofitable—air-mail route is the overnight service between New York and Chicago, which began in 1925. It is claimed that this section is now self-supporting.

*Planning for  
Ocean  
Air Mail*

Postmasters from some twenty-five countries will soon be on their way toward The Hague to attend a meeting of the Universal Postal Union for the discussion of regulations, rates, and zoning apportionments to apply in the airplane mail service officially expected as a result of the feats of Lindbergh, Chamberlin, and the other pioneers. Representatives of the airplane companies throughout the world will attend, as experts, to be consulted by the post-office men. Mr. W. I. Glover and Eugene R. White will represent the United States. The conference will agree on various matters fitting the air-mail service of the world into the universal postal network. Its decisions will hold until the next Postal Union Congress, which meets in London in 1929.

*The Record  
Treasury  
Surplus*

The Treasury wound up its fiscal year, which ended on June 30, with the largest surplus shown since the War—about \$630,000,000. The next largest was \$505,000,000, in 1924. With this handsome sum added to the present year's budget provisions for the retiring of the public debt, it will be reduced by a sum possibly as large as \$1,130,000,000. Already there are rumors of insistence by the Democrats on a plan of extensive tax reduction to be put through in the next Congress; but the Administration is making it plain that last year's surplus was built up so largely from non-recurring revenues, the estimate of these being over \$360,000,000, and a damper is being prepared in advance for proposals of tax reductions to aggregate a half billion, or the like

*Lower Rates—  
Higher  
Revenues*

The entire tax collections of the Internal Revenue Bureau for the past fiscal year totaled \$2,865,000,000, an increase of about \$29,000,000 over the previous year. That there was an increase is due entirely to the greater productivity of the income taxes, which gained \$245,000,000 and overbalanced the heavy losses in miscellaneous taxes. This result is, of course, a handsome illustration



of the truth of Mr. Mellon's theory, which was scouted by so many Congressmen, that a radically lower rate of income surtax should produce more rather than less actual revenue. The State of New York naturally leads all others in total income taxes, with a fourth of the aggregate. Pennsylvania comes second with little more than a third of New York's contribution to the national revenue, and the poorest State in income-tax rating is Nevada, with \$500,000—to New York's contribution as 1 is to 1,300.

#### *Watching the Farmer*

Politicians, business men, and railroad managers are this year as keenly interested in crops as are the farmers themselves. The prices of wheat, corn, and cotton have been moving upward, while the prices of other commodities have been going down, which means a real increase in agricultural purchasing power. As to the amount of agricultural products the farmer will have to sell, the latest Government report, on July 11, was encouraging as to wheat, which promised a total crop of 853,000,000 bushels, exceeding the 1926 yield by 21,000,000. The corn crop does not show up so well because of the late season; the Government estimate is for 2,274,000,000 bushels—a drop of 307,000,000 from last year. There was a short corn crop in 1924, and another one now would result in high prices for feed and meat and be a serious thing to the typical corn-raising regions. The cotton growers, who were in despair when that staple went down to 12 cents a pound, have found that the disaster provided its own remedy. The consumers of cotton were so encouraged by the low price that they purchased freely, where they had been afraid to commit themselves with 20 to 25 cent cotton; and consumption since last August, domestic and export, has been no less than 3,365,000 bales more than in the previous year. At the same time the cotton manufacturing industry has come to life under the stimulus of lower prices.

#### *What the Floods Cost*

The great Mississippi floods which were made much more disastrous by the secondary overflow in June, seemed to have caused the loss of something like a half-million bales of cotton in Mississippi and Louisiana. The best estimates of the total planting of cotton this year show it to be about 10 per cent. less than in 1926, which means—with the ravages of the floods allowed for—that the

acreage is the largest ever planted except in 1925 and 1926. Mr. Hoover places the total loss from the Mississippi flood at between \$200,000,000 and \$400,000,000. Six hundred thousand people were driven from their homes to be dependent on charity. In early July no less than 250,000 acres of Arkansas lands were still under water. Two-fifths of this area had been replanted after the first overflow had disappeared, only to have the year's crop finally ruined by the second flood.

#### *Testing a Criminal Code*

The case of Sacco and Vanzetti continues to be a major topic of discussion not only in Massachusetts, but elsewhere at home and abroad. For six years these two Italian-Americans have been under sentence of death, found guilty by a jury, of murder in the first degree. Circumstantial evidence had figured so largely in their trial that the case, on appeal, had been allowed to drag on through the years; but in April a final court decision was made and the men were resented to die. At least it is demonstrated that a shoemaker and a fish peddler have the highest standing in the eyes of the law. Could a person of wealth, social standing, or political influence have staved off for so long the execution of a sentence? When every provision of law was exhausted, the champions of Sacco and Vanzetti—not hired lawyers, but public-spirited citizens of high standing and in great number—prevailed upon Governor Fuller to examine the facts himself. This he has now done, and he has obtained the aid of an advisory commission composed of President Lowell of Harvard, President Stratton of the Massachusetts Institute of Technology, and Judge Robert Grant. The Governor and his advisory committee, separately, have examined witnesses new and old and have questioned the trial judge, Webster Thayer, against whom charges of bias have been laid. In 1920, when the paymaster of a factory was murdered in the main street of South Braintree, Sacco and Vanzetti admittedly were communists, pacifists, and what not, and they carried pistols illegally; but many students of the trial record maintain that they had not the remotest connection with the murder. In this rehearing of the testimony by the Governor, it is not Sacco and Vanzetti who are on trial but rather the code of criminal procedure of the State of Massachusetts itself.

# THE GIST OF A MONTH'S NEWS

FROM JUNE 16 TO JULY 15, 1927

## PROGRESS IN AVIATION

June 16.—Col. Charles A. Lindbergh is presented with a \$25,000 prize by Raymond Orteig, for completing the first non-stop airplane flight between New York and Paris.

June 26.—The Bureau of Aeronautics of the Department of Commerce completes a preliminary list of 1,000 important landing fields; Chicago has fourteen and Los Angeles eight; 207 cities have municipal fields completed or under construction, while ninety-three are planning for them.

June 27.—The annual Ford reliability airplane tour for a prize of \$20,000 starts at Detroit with twenty-four entrants; it will end there on July 12.

June 28.—Secretary Wilbur approves an award by the Airship Competition Board to the Goodyear Tire and Rubber Co. for designing a dirigible of 6,500,000 cubic feet gas capacity capable of carrying and launching five airplanes and cruising 12,500 miles at fifty knots with a crew of forty-five.

June 29.—The first successful airplane flight is completed between the mainland and Hawaii, by Lieuts. Lester J. Maitland and Albert F. Hegenberger, U. S. A.; they cover the 2,400 miles from Oakland, Calif., to Honolulu in about twenty-six hours (they are too early for the James D. Dole prize, which is available after August 12).

June 29-30.—Commander Richard E. Byrd, U. S. N., flies in a tri-motor Fokker airplane from New York to France, where he is forced down at Ver-sur-Mer in persistent rain and fog by exhausted fuel; his companions are Bert Acosta, Lieut. George O. Noville, and Bernt Balchen; the major object is scientific, and records and official mail are saved, though the plane, which weighed 17,261 lbs. when starting, is badly damaged; the flight lasted forty-three hours, twenty-one minutes.

July 9.—Clarence R. Young, of Iowa, is appointed to a new post in the Department of Commerce, known as Director of the Aeronautics Branch; he is first assistant to William P. MacCracken, Jr., Assistant Secretary of Commerce.

July 11.—A 16,350-pound Curtiss airplane bomber *Condor*, equipped with six guns and armored, is given a trial flight at Mitchel Field; the plane will carry a total load of eight tons.

July 12.—Commander Byrd and his companions sail from France for New York, Clarence D. Chamberlin joining them at Southampton. Byrd reports, "We have found the heart of France and it is generous and gallant."

Lieutenants Lester J. Maitland and Albert Hegenberger are feted upon their arrival from Hawaii at San Francisco.

July 14-15.—Ernest L. Smith and Emory B. Bronte fly from San Francisco to Molokai, Hawaiian Islands, in a civilian monoplane, covering 2,348 miles in 25½ hours.

## CONFERENCE ON NAVAL LIMITATION

June 20.—At Geneva delegates from the United States, Great Britain, and Japan meet to discuss further limitation of naval armaments in a conference called by President Coolidge; nine proposals are submitted; Hugh S. Gibson (Amer.) is elected president.

July 1.—The Geneva disarmament conference reaches a tentative agreement on destroyers and craft of less than 600 tons; the submarine question is to be considered; Britain's delegates announce that the Empire seeks no supremacy over the United States in sea power but they demand seventy-eight cruisers aggregating 600,000 tons, twice the tonnage considered fair by Americans (Britain's present cruiser tonnage is now about 380,000).

July 4.—Chao Hsin chu, Chinese member of the League Council, warns the Conference not to discuss questions affecting the interests of the Chinese people (rumors are current that the Anglo-Japanese alliance discontinued at the Washington Conference might be renewed).

July 6.—Japan lines up with the United States on limiting cruiser strength to a tonnage of 250,000.

July 9.—Ambassador Hugh S. Gibson startles the British by offering a plan for twenty-five cruisers of 10,000 tons, instead of eighteen, leaving the remainder of 400,000 tons (offered as a compromise between the American ideal of 250,000 and the British demand for 600,000) for smaller cruisers.

July 11.—Sir Austen Chamberlain, British Foreign Minister, declares before the House of Commons that it is inconceivable that Great Britain should enter into a naval armament race with the United States.

British delegates at Geneva offer to limit cruiser tonnage to 400,000 if America restricts 10,000 ton cruisers to from ten to thirteen.

## THE PRESIDENT IN SOUTH DAKOTA

June 15.—President and Mrs. Coolidge reach their summer residence at the State Game Lodge, in the Black Hills, near Rapid City, South Dakota.

June 18.—The President receives members of the National Editorial Association at his summer home.

June 23.—Gen. Leonard Wood reports in person to the President on conditions in the Philippines; General Wood is not in good health, but wishes to keep his post.

June 25.—President Coolidge delivers an address at Rapid City, to the Governor and legislators of South Dakota, who call upon him, on the advantages of living in the United States.

July 4.—Mr. Coolidge celebrates his fifty-fifth birthday with cowboys from Montana and Boy Scouts from Custer riding in to greet him and bearing gifts.

July 5.—The President witnesses a Tri-State Rodeo at Bell Fourche, S. D.

July 7.—Ambassador Sheffield reports<sup>o</sup> on conditions in Mexico, and resigns.

July 12.—Cattlemen visit the President with a plea to include their industry in the benefits of co-operative farm marketing laws and regulations, and ask that sale price be fixed before shipment.

### AMERICAN POLITICS AND GOVERNMENT

June 15.—The Illinois Senate defeats the Weber-O'Grady bill for a referendum on repeal of the State Prohibition Law, voting 33 to 17 (the House had passed the measure, 80 to 63).

June 18.—Secretary of Commerce Hoover estimates the Mississippi River flood loss at from \$200,000,000 to \$400,000,000, with 600,000 homeless, and 11,500,000 acres under water in Arkansas, Mississippi, and Louisiana.

June 19.—Samuel Untermyer, counsel for the Transit Commission at New York, proposes that the city purchase the Interborough Rapid Transit subway and Manhattan elevated lines, and the recapturable Brooklyn-Manhattan lines.

June 22.—New Jersey primaries are held for Governor, United States Senator, and other officers.

June 25.—At Atlanta, Lamartine H. Hardman is inaugurated Governor of Georgia at the age of seventy-one.

June 28.—William E. Borah (Rep., Idaho), addresses the International Advertising Association on the necessity for devoting national finances and energies to our own needs.

June 29.—Nicola Sacco and Bartolomeo Vanzetti, Italian-American Communists, convicted of murder in Massachusetts, are granted a stay of execution from July 10 to August 10, pending investigation of charges of bias by the trial judge.

July 2.—At Plattsburgh, N. Y., the Citizens Military Training Camp is opened with tributes to Maj.-Gen. Leonard Wood, who inaugurated such camps twelve years ago.

July 4.—Ensign Charles L. Duke, of the Coast Guard, captures a rum-runner single-handed off New York, taking a crew of twenty-two, and a liquor cargo worth \$500,000 to shore without aid.

July 5.—The New Jersey Republican convention adopts a platform plank pledging a State-wide referendum on prohibition, voting 47 to 37; the Democrats hold to a plank advocating light wine and beer.

July 6.—Governor Small signs an Illinois law substituting the electric chair, for execution of criminals, in place of hanging.

July 7.—Henry Ford orders discontinuance of detractions of the Jews in his *Dearborn Independent*, and denies any personal hostility toward Jewish people (see page 197).

July 8.—Ambassador James R. Sheffield resigns the Mexican post, effective upon appointment of his successor, and plans an extended vacation.

The State Department announces the retirement of Maj.-Gen. Enoch H. Crowder, U. S. A., on September 1, as Ambassador to Cuba.

July 11.—Seymour W. Lowman, who will succeed Brig.-Gen. Lincoln C. Andrews as head of pro-

hibition enforcement, confers with Commissioner James M. Doran and prohibition administrators at Washington on tightening up enforcement.

### THE CHINESE REVOLUTION

June 16.—Gen. Chiang Kai-shek, the southern Nationalist leader, from his headquarters at Nanking, reviews the military situation, stating that Generals Feng Yu-hsiang and Yen Hsi-shan, of Shansi, are working in accord against Chang Tso-lin of Peking and Manchuria.

June 17.—Gen. Chang Tso-lin is made political and military dictator of North China at Peking (V. K. Wellington Koo had already retired as Acting Premier), and all distinctions are removed between Shantung, Chihli, and Manchuria among the armies of the North.

June 19.—Michael Borodin, Russian adviser, is reported dismissed at Hankow, as aid to the radical element of the southern government, but is expected to continue in power behind the scenes.

June 20.—Gen. Feng Yu-hsiang is reported as definitely in command of Hankow troops, allied with Chiang Kai-shek in a northward drive against Chang Tso-lin.

June 23.—General Feng demands of Hankow, that Michael Borodin be evicted from China.

Christian mission colleges and high schools are reopened, many under Chinese direction; Chinese senior medical students take charge in hospitals.

June 25.—Foreign missionaries to the number of 5,000, are reported returned to their homelands, and there are only 500 remaining throughout China.

July 2.—Gen. Sun Chuan-fang, of Shantung, is reported rushing 30,000 troops to Tsinan-fu to support his army, which has been defeated at Yenchow by Nankingese.

July 9.—Japanese troops arrive at Tsinan-fu; General Chen evacuates Kia-chow and Kaomi in Shantung Province.

### INTERNATIONAL RELATIONS

June 15.—Polish representatives at the League of Nations Council meeting at Geneva point out the evils of united European action against Russia as fostering a war spirit of nationalism among the Soviets; M. Briand is taken ill.

Tsena Bey, Albanian Minister to Yugoslavia, leaves Belgrade, thus severing diplomatic relations (the Yugoslavian delegation withdrew on June 4 from Tirana; Albania has submitted the controversy to the League).

June 22.—Italy assumes protection of Albanian interests in Yugoslavia.

June 27.—The German Reichstag ratifies the Italian arbitration treaty, signed last December.

At Lachine Rapids, near Montreal, native Iroquois Indians gather in conference to plan restoration of the Six Nations.

July 2.—Brig.-Gen. Frank R. McCoy is appointed by President Coolidge to supervise Nicaraguan elections in 1928, carrying out H. L. Stimson's pledge to insure a free expression at the polls.

July 3.—M. Djurascovitch, arrested as a spy by Albania while a member of the Yugoslavian diplomatic group at Tirana, is released as a result of

diplomatic pressure from the European powers anxious to prevent a Balkan rupture.

July 7.—Chao Hsin-chu, Chinese representative from Peking, resigns from the League Council at Geneva to enter the Nanking Government.

July 10.—An Austro-American trade treaty is signed at Vienna.

#### NOTES OF ECONOMIC INTEREST

June 25.—The W. A. Harriman interests succeed in procuring a revision of their Russian Soviet manganese concession in the Caucasus and negotiate a combination with the Rawson and Gruenfeld Co., a German group controlling the Nikopol Mines.

June 26.—The Internal Revenue Bureau announces that 96 out of 207 American taxpayers reporting net incomes of over \$1,000,000 in 1925 were residents of New York State.

June 27.—The International Chamber of Commerce opens its fourth Congress at Stockholm, with Sir Alan Anderson in the chair and 1,400 delegates present.

June 30.—Charles A. Peabody resigns, effective September 1, as president of the Mutual Life Insurance Co.; David F. Houston will succeed him.

The International Chamber of Commerce endorses the principle of stabilization of tariffs and revision downward, and endorses the declarations of the Geneva conference regarding tariff walls and policies unduly hampering trade.

July 2.—The Panama Canal reports that 5,475 vessels paid \$24,228,830 for transit during the fiscal year ended July 30.

July 5.—The Chase National Bank in New York announces total resources as of June 30 of \$1,042,513,993; the National City Bank has total resources of \$1,537,421,958.

The Shell Union Oil Co. reports discovery of a deep sand oil pool in Oklahoma, with a daily yield of 3,600 barrels, of 42 gravity crude at 6,000 feet depth.

July 7.—At Washington, D. C., financial experts of the United States, Great Britain, France, and Germany begin a conference on gold traffic, the gold standard, and the relationship of discount rates in various countries.

July 9.—The Federal Trade Commission cites Adolph Zukor, Jesse L. Lasky, and the Famous Players-Lasky Corporation for conspiracy to "monopolize or attempt to monopolize the motion-picture industry."

July 10.—The International Germanic Trust Co. is organized by American business men to develop commerce and finance with Central Europe.

July 11.—A Northwestern Agricultural Conference is held at St. Paul, at which the principles of the McNary-Haugen bill are endorsed.

July 12.—The American Institute of Banking meets at Detroit, with 2000 delegates present.

#### FOREIGN POLITICS AND GOVERNMENT

June 15.—In Yugoslavia, King Alexander dissolves Parliament and orders an election on September 11.

June 20.—The British Official Gazette publishes an ordinance authorizing a Palestine Government loan for £4,500,000 guaranteed by Britain.

Australian State Premiers agree with Premier Bruce on a common plan of finance for the Federal and State Governments; the Federal Government

will assume all State debts and contribute £7,585,000; States will fund the remainder of £25,415,000.

The British House of Lords, with 200 members present, takes up reform of its own house; the plan is to reduce seats from 740 to 350, to break up the hereditary feature, and add to its powers, with twelve-year terms for members.

June 22.—Jon Bratiano forms a Cabinet in Rumania, to succeed Prince Stirbey, with a Liberal Government; elections for a new Parliament are to be held in July.

June 23.—The Dail Eireann, or Irish Parliament, reflects William T. Cosgrave as President of the Executive Council, voting 68 to 22.

The British House of Commons passes through third reading the Government Trade Union bill, designed to make general strikes illegal; the majority is 215.

June 25.—Prince Edward Island, Canada, votes to retain Prohibition by putting out of power the Conservative Government of Premier Stewart.

June 26.—Soviet Russia designates as "defense week" the period July 10 to 17.

July 1.—The Dominion of Canada celebrates its sixty-year jubilee as a nation.

July 3.—In Chile, the military dictatorship of President Carlos Ibanez continues wholesale deportations of political opponents.

July 6.—The British House of Commons rejects (362 to 167) a Labor motion of censure for the Government's reform of the House of Lords.

July 10.—Kevin O'Higgins, Vice-President of the Irish Free State, is assassinated at Dublin.

July 12.—Premier Poincare wins a vote of confidence by 347 to 200 on his financial policies as the Chamber adjourns until October.

July 14.—President Cosgrave arranges to act as Minister of Justice in place of Kevin O'Higgins, deceased, and Ernest Blythe, Minister of Finance, will become Vice President.

#### OTHER OCCURRENCES OF THE MONTH

June 16-17.—At London, a conference is held to reconcile differences in the language used by the English-speaking world.

June 26.—The Harmon Foundation awards \$1,000 and a gold medal to Miss Ethel Richardson, of Los Angeles, for work in adult education, and Prof. William Z. Ripley receives \$500 and a gold medal for his article, "From Main Street to Wall Street."

June 27.—The Southern Institute of Politics is opened at the University of Georgia, to last until July 8, to study and discuss problems of government and foreign relations.

June 25.—Pope Pius promises the aid of the Church to Dr. Nicholas Murray Butler, of Columbia University, for the Carnegie Endowment for International Peace in facilitating the conclusion of peace agreements between various nations.

Lieut.-Com. Donald B. MacMillan leaves Wiscasset, Maine, on his eleventh expedition to the Far North; the expedition includes twelve scientists.

June 28.—The new French liner *Ile de France* is welcomed at New York on her maiden voyage.

June 29.—A total eclipse of the sun is observed in England.

The Columbia University crew wins the annual intercollegiate regatta on the Hudson River.



June 30.—Berenice and Phylis Zitenfeld (13 years old) break the swimming record between Albany and New York, making the 150 miles in 52 hours and 30 minutes actual time in the water excluding rests.

The School of Tropical Medicine (the first in America) under the joint auspices of the University of Porto Rico and Columbia University completes its first year at San Juan, P. R.; Dr. Gurbax Sing Sant, of Amritsar, India, is the first graduate.

July 1.—At Chicago, thirty-eight persons die from heat prostration.

July 2.—Giles G. Healey, of Yale, returns to New York from Venezuela with six pounds of curare, an extremely deadly vegetable poison used by Piraoa Indians and other South American tribes for tipping arrows.

Yale University Library receives the Nathaniel and Thomas Shaw historical papers bearing on the Revolutionary period.

July 3.—At York, England, the thirteen-hundredth anniversary of York Minster is celebrated; Bishop Manning of New York delivers an address on reunion of the Christian Churches.

The National Education Association meets at Seattle, Wash., with 10,000 educators present.

July 5.—Miss Cornelia S. Adair is chosen as president of the National Education Association, at Seattle.

July 6.—The Anglican Church Assembly votes 517 to 133 in approving optional usage of the old and new versions of the ritual (the new prayer book deletes from the marriage service the words "out of man woman should take her beginning").

July 7.—On the Island of Hawaii, the Kilauea volcano goes into eruption.

July 9.—A cloudburst drowns 200 persons in the Gottleuba and Mueglitz valleys of Saxony (nearly 100 others are missing).

July 11.—In Palestine and Transjordan 1,000 persons are killed by an earthquake which rocks Jerusalem and half destroys Nablus (the Biblical city of Shechem); property damage is estimated at about \$1,000,000.

Sir Joseph Duveen buys the Robert H. Benson Collection of Italian paintings, paying \$2,500,000 for 114 pictures.

July 12.—Edward F. Keating of New York wins a 24-mile swimming Marathon in the difficult waters of Lake George.

## OBITUARY

June 16.—Col. Willard C. Fisk, of the 7th Regiment, N. Y. N. G., 71. . . . Dr. Virgil Pendleton Gibney, Connecticut surgeon, 79.

June 17.—John Teele Pratt, oil financier, 53. . . . James Hay Reed, Pittsburgh jurist and lawyer, 73. . . . Mgr. John Herrera y Pina, Archbishop of Monterey, Mexico. . . . Judge John Felix Kershaw, English jurist, 53.

June 18.—Dr. Henry Paul Talbot, long dean of Massachusetts Institute of Technology, 63. . . . Miss Emily Sartain, Philadelphia artist, 86. . . . William Monroe Wroten, Mississippi veteran, 80.

June 19.—Carl Bell, Chicago sculptor, 69. . . . Adm. Basile Karrine, of the old Russian navy, 66.

June 20.—Col. Zephaniah Swift Spalding, California G. A. R. veteran, former diplomat, 89.

June 21.—Charles Frederic Rand, noted mining engineer, 70. . . . Mrs. Clara Louise Burnham,

author, of Maine, 71. . . . Charles M. Willoughby, Louisiana editor, 43. . . . Edward Charles O'Brien, former U. S. Minister to Paraguay, 67.

June 22.—John Milton Goodell, engineer and editor, 59. . . . Henri Pierre Williamson Devisme, French professor at Rutgers, 52.

June 23.—Rev. Dr. Arthur Carlton Ryan, humanitarian, 47.

June 25.—Charles W. Bryan, bridge engineer, 64. . . . George D. Guthrie, Massachusetts editor, 56. . . . Arthur W. Tams, musical director, 78.

June 26.—Philip Martin, sculptor, 79. . . . Col. Frank J. Hecker, Detroit capitalist and railroad expert, 81.

June 27.—Henry Clay Pierce, oil pioneer and financier, 78.

June 28.—John Rutledge Abney, lawyer, 77. . . . Maj. Moses Harris, first military superintendent of Yellowstone National Park, 88.

June 29.—Guy Potter Benton, Minnesota university president, 62. . . . James White, British oil financier and sportsman, 49.

June 30.—Howard Frederic Whitney, broker, 52.

July 1.—Lt.-Col. Herman J. Kochler, West Point swordsman, 68. . . . Charles Winslow Gates, former Governor of Vermont, 71. . . . Dr. Edward Increase Bosworth, Oberlin theologian, 66. . . . Gen. Pedro Nel Ospina, former President of Colombia, 68.

July 2.—Sherwood Aldrich, copper mining expert, 58. . . . Frank Curzon, British author and sportsman, 58. . . . Bishop Joseph Gandentius Anderson, Boston Catholic, 62. . . . William Newell Vaile, U. S. Representative from Colorado, 51.

July 3.—Joseph S. Marcus, banker, 65. . . . Dr. Antonio Stella, noted Italian physician, of New York, 59.

July 4.—William Griscom Cox, Delaware shipbuilder, 58.

July 5.—Simon Rothschild, merchant, 100. . . . Charles Anthony Morss, Massachusetts banker, 69. . . . Dr. Gastao da Cunha, Brazilian diplomat.

July 6.—Harold Randolph, musician, of Baltimore, 65. . . . Herbert Myrick, Massachusetts publisher, 66.

July 7.—Dr. Garrett Droppers, Williamstown economist and former diplomat, 67. . . . Keith Preston, Chicago author and critic, 42.

July 8.—Gen. Max Hoffmann, German army leader and signer of Brest-Litovsk treaty, 59. . . . Walter Edwin Gardner, Syracuse, N. Y., newspaper publisher.

July 9.—John Drew, world renowned actor, 73.

July 10.—Edward C. Stover, noted ceramist. . . . Howard McDonald, head of Parsons College, Ia., 51. . . . Dr. Bruce Fink, Ohio botanist, 62. . . . Paul Dupuy, French Senator and publisher, 49. . . . Kevin O'Higgins, Irish Free State Vice-President, 35. . . . Yakub Sarraf, Egyptian editor, 75.

July 11.—Prof. Ebenezer Charlton Black, Shakespearean scholar, 66.

July 12.—Clarence William Huntington, railroad expert, 70. . . . Prof. Magnua Olaf Mittag-Leffler, Swedish mathematician, 81.

July 13.—Rev. Dr. Edward Bagby Pollard, Pennsylvania Baptist theologian, 62.

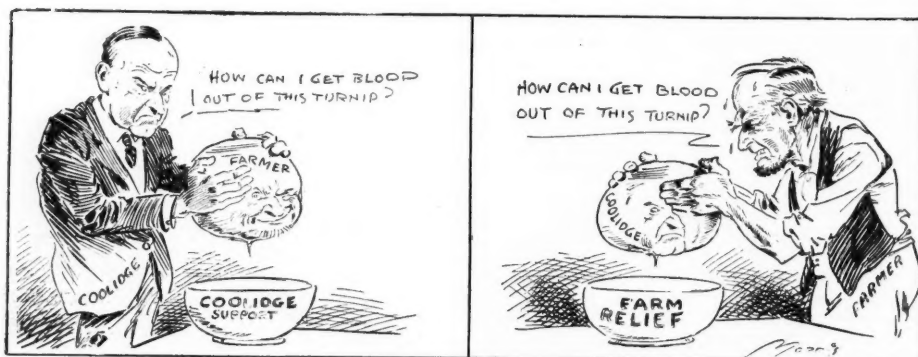
July 14.—Dr. Edward Walinsley Stitt, New York educator, 65.

# VARIED SUMMER TOPICS IN CARTOONS



READY FOR THE BRANDING

By Ireland, in the *Evening Dispatch* (Columbus, Ohio)



CAN THE PRESIDENT DO IT, IF THE FARMER CAN NOT?

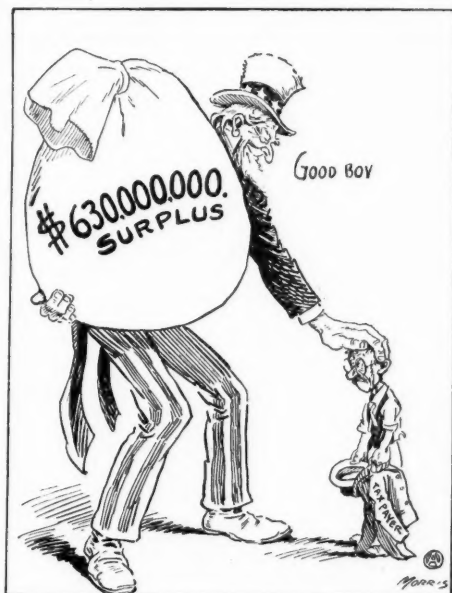
By Morris, in the *Commercial* (Buffalo, New York)



SPORT FOR SPORT'S SAKE

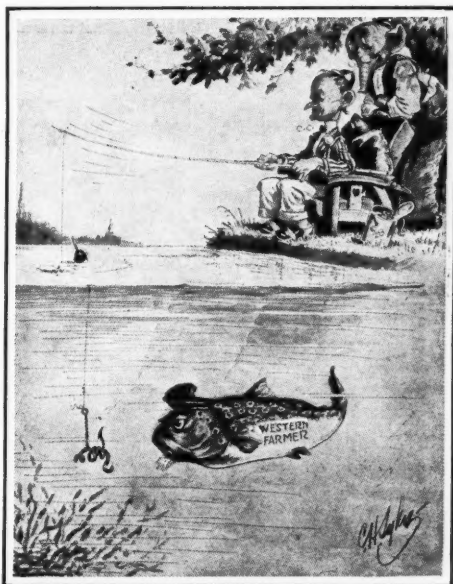
[Messrs. Lowden, Longworth, and Dawes also take up fishing]

By Sykes, in the *Evening Public Ledger* (Philadelphia, Pa.)



THE TAXPAYER: "I WONDER IF HE EXPECTS ME TO KEEP THIS UP?"

By Morris, in the *Citizen* (Brooklyn, N. Y.)



WILL THE PRESIDENTIAL FISHERMAN CATCH THIS ONE?

By Sykes, in *Life* © (New York)



HARVEY INGHAM

[Upon the completion of twenty-five years as editor of the *Register*]

From the *Register* (Des Moines, Ia.)



ALL SURGEONS AND NO PATIENT

[The Real Trouble at Geneva]

From the *Morning Oregonian* (Portland, Ore.)

THE versatile "Ding," four of whose recent cartoons are reproduced on this page, looks out upon the world from the editorial sanctum of the *Des Moines Register*; but his work appears regularly, also, in the New York *Herald Tribune* and in a number of other newspapers. As "Ding" he is one of the country's most gifted cartoonists. As Jay N. Darling he has become a foremost citizen of the State of Iowa.



MR. McADOO TELLS THE DEMOCRATS

From the *Herald Tribune* (New York City)



WHAT MAKES THE WILD WEST WILD?

From the *Evening Express* (Los Angeles, Calif.)



**ENGLAND PREFERENCES THE OLD TUNE**By Cargill, in the *Tribune* (South Bend, Ind.)**IF THEY COULD KEEP AWAY FROM ROCKS!**

[Politics—Jealousy—Suspicion]

By Shafer, in the *Times-Star* (Cincinnati, Ohio)

The second international conference on naval limitation, called by President Coolidge, met at Geneva, Switzerland, during June and July. Delegates were present from the United States, Great Britain, and Japan. France and Italy

had declined to participate. The conference dealt especially with cruisers, just as the first discussion—at Washington, in 1922—had been concerned entirely with battleships. If it could have been realized in advance that such divergent views would be expressed by the spokesmen for three leading naval Powers, all in the name of world peace, it is likely that this cruiser conference never would have assembled.

**SITTING TOO FAR APART**By Warren, in the *News* (Cleveland, Ohio)**SUITS THE WAR GOD EXACTLY!**By Gregg, in the *Constitution* (Atlanta, Georgia)



## ANXIOUS MOMENTS

By Thiele, in the *Herald* (Middletown, N. Y.)

A presidential vacation in the Black Hills of South Dakota, and renewed interest in aviation aroused by Lindbergh, Byrd, and other Ameri-

A SMITH FISHING CAMP IN THE SOUTH MIGHT HELP—By Brown, in the *Herald Tribune* (New York City)

can pathfinders, furnish popular themes for the cartoonist. If one were to judge wholly from cartoon comment he might readily form a belief that Mr. Coolidge is in the West not to enjoy a summer vacation but to gain the farmer's good-will, in a carefully planned effort to win



## VACATION PLEASURES

By Smith, in the *American* (New York City)

## COMPARATIVE DIETS

By Knott, in the *News* (Dallas, Texas)



"SAY, BO, THERE'S NOTHING TO THIS!"

From the *Bull tin* (Glasgow, Scotland)



WHEN THE EAGLE SPREADS HIS WINGS

By Bishop, in the *Oregon Journal* (Portland, Ore.)

another nomination a year hence. His achievements as a fisherman are given more space in the press dispatches from Rapid City than his occupation with the inescapable duties of a nation's chief executive; and the resourceful cartoonist transforms the trout fisherman into a

fisher of men—more especially into a politician angling for votes that might otherwise land in the net of a rival. Even the exploits of heroic and skilful aviators fail to overshadow completely the daily routine of a President on vacation from Washington.

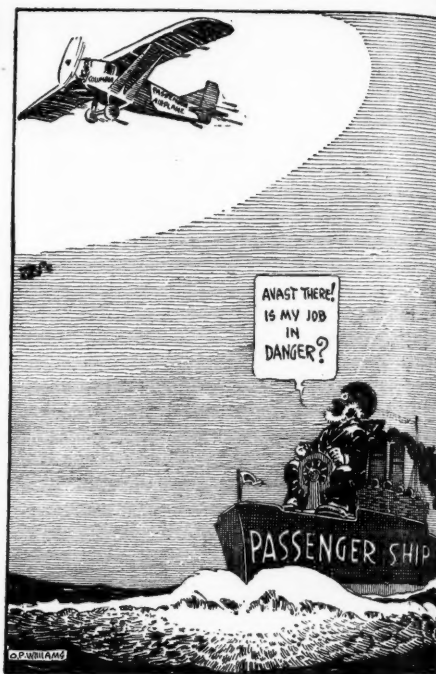


BEFORE AND AFTER TAKING—By Smith, in the *American* (New York City)



IT WON'T BE LONG NOW

By Donahey, in the Plain Dealer (Cleveland, Ohio)



A COMPETITOR?

By Williams, in the Post Intelligencer (Seattle, Wash.)



TEXAS PAYS A VISIT TO NEW YORK

By Knott, in the News (Dallas, Texas)

(The cartoonist adds that when Governor Moody and more than a hundred other representative Texans called they didn't look like this, nor did they find a Father Knickerbocker garbed in such fashion)



THE THEOLOGICAL STUDENT WHO FOUND A PRESIDENT IN HIS CONGREGATION

By Seibel, in the Times-Dispatch (Richmond, Va.)



# CLEANING UP THE PHILIPPINES

LEONARD WOOD AND HIS  
SIX YEARS' WORK

BY WALTER WILGUS



**L** EONARD WOOD has been Governor-General of the Philippines nearly six years. He has worked from ten to sixteen hours a day in a hot climate and a hotter environment. Americans are proud of his record in Cuba, in the Army, and in the preparedness campaign before 1917. They know instinctively that in his present position he has done his best.

*The question in many minds is—Has that best been enough? Has General Wood done the job, or has he not? In dealing with what President Coolidge recently termed "a proud and sensitive race," has he used the iron hand or the velvet glove? Has he been patient or hard-boiled? In short, has he succeeded or failed?*

*As a Manila newspaperman from the last days of the Harrison régime to the present, the writer has been fortunate in seeing General Wood at work, in knowing something of his problem, and in watching his attempts to solve it.*

## I. A TWOFOLD PROBLEM

Among the tasks confronting any living colonial administrator, General Wood's has been one of the hardest. It was a double problem. It was not merely that of administering the Philippines, but of getting support at home. The first was perhaps the less difficult—though anyone who knows recent Philippine conditions can testify that it was difficult enough.

In 1916 the Democratic government, traditionally favoring early Philippine independence and harassed by the prospect

of our entrance into the European war, had extended autonomy to the Filipinos in a sweeping grant of power, the Jones Law. This provided a Philippine House and Senate, leaving such American control as was retained in the Governor-General, the insular auditor, and an American majority of one in the Supreme Court. Secretary of War Baker, through whose department the islands were administered, perceived the danger of too suddenly entrusting the helm of the Philippine ship of state to hands untrained in self-government. Soon after the passage of the Jones Law, he specifically warned Governor-General Harrison to stick to the provisions of that law, and to permit no encroachment by the legislature on his own or the auditor's duties.

This eminently sensible advice was apparently disregarded by Mr. Harrison.

With the tacit or expressed approval of the Governor-General, the legislature, headed by Manuel Quezon, President of the Senate, and Sergio Osmena, then Speaker of the House, proceeded to pass eighty-three statutes changing the Jones Law to something totally different from that contemplated by Congress, and "reducing the Governor-General," as they proudly boasted, "to a mere figurehead."

Most of these statutes were illegal, as since demonstrated by test cases in the courts. Others are so bound up with legal provisions—relating, for instance, to public works already constructed—that they are still on the statute books. That which has given most trouble, and which was mainly responsible for the disastrous finan-

cial experiments of the Harrison régime, was one that created a "Board of Control" to supervise industrial projects in which \$50,000,000 of government money are still tied up.

This board had three members: the Governor-General, the President of the Senate and the Speaker of the House. Thus the Governor-General could be outvoted on any proposal, two to one.

Equipped with this board, the legislature embarked on an unparalleled adventure in state socialism. American and foreign capital had been slow to venture into the islands. Political uncertainty and the limited amount of public land that could be acquired by an individual or corporation made any large investment highly speculative. Nevertheless, the Philippines had prospered exceedingly during the World War. Money was plentiful, if inflated, and the Filipino Government believed the time ripe to invest the people's funds in many ambitious projects of the kind usually left to private investors.

They organized a National Coal Company, a National Cement Company, and a National Bank. They lent \$12,500,000 to sugar mills in the island of Negros. They even speculated disastrously in hemp on the New York market, using government funds which had been deposited there to keep the Philippine peso at parity with the dollar. They authorized a million-peso propaganda fund from the treasury to send political missions to the United States, and they made this a continuing appropriation, automatically renewed at each session of the legislature without formal enactment.

The industrial experiments of the Government were nearly all colossal failures. The misuse of the gold reserve fund had created an unfavorable exchange rate, when General Wood took office, of 15 per cent. The Filipino president of the National Bank, and several of his sons, nephews, and cousins to whom he had given jobs, have since been tried for embezzlement and sentenced to prison. Though the losses of the Bank, the Coal Company, the Cement Company, and other enterprises have been blamed on the readjustment to post-war conditions, that explanation is correct in very small measure. The true reasons were utter incompetence coupled with corruption.

As for the annual million-peso "independence fund," no accounting has ever been made, no vouchers have been pub-

lished, and no money remains. Where it all went is known only to the Manila oligarchy that spent it.

Added to virtual bankruptcy, the great work of public health had suffered grievously under Mr. Harrison. Dr. W. W. Keen, emeritus professor of surgery in Jefferson Medical College, is quoted on one phase of this situation in a recent number of the REVIEW OF REVIEWS:

When my friend and distinguished pupil, Dr. Victor G. Heiser, was Director of Public Health in the Philippines, there were, in and around Manila, 6,000 deaths from smallpox every year. After the whole population had been vaccinated there was not a single death from smallpox in that city for the next seven years. . . .

Then came the Harrison Administration from 1913 to 1921. Vaccination was utterly neglected all over the islands. In addition to the neglect of vaccination of adults, the children born to the 10,000,000 Filipinos during those years (1913-17) provided a large unvaccinated population. In 1918 Death began to reap his harvest, and by 1921 there had been 130,264 cases and 74,369 deaths from smallpox—the most terrible epidemic in modern times.

Coincident with the new administration of General Wood, in 1921, vaccination was again thoroughly reestablished, and by 1923 the scourge of smallpox was ended.

Anti-malaria and anti-leprosy work had likewise slumped. Animal disease and locust infestation had increased. To take but one example, rinderpest—which strikes at the very foundation of Philippine agriculture by killing the water buffalo used in the rice paddies and cane fields—had reached the following figures:

	Cases	Deaths
1919 . . . . .	18,228	11,285
1920 . . . . .	22,442	16,911
1921 . . . . .	45,380	35,740

After General Wood had been in office a year, rinderpest decreased rapidly, as shown by the following:

	Cases	Deaths
1923 . . . . .	27,505	23,220
1924 . . . . .	19,599	15,350
1925 . . . . .	14,143	10,747
1926 . . . . .	9,824	7,470

In other words, losses have been reduced approximately 80 per cent. since General Wood was in a position to take steps to check them.

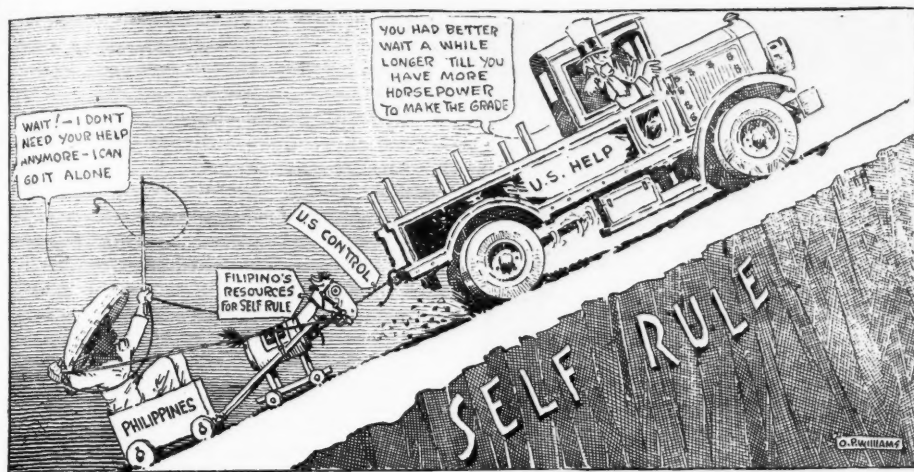
Despite its results, Mr. Harrison has defended his *laissez-faire* policy by saying that "the way to teach a boy to swim is to throw him into deep water." He overlooked the

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HE STILL NEEDS HELP—From the *Post-Intelligencer* (Seattle, Wash.)

fact that, though the boy may swim, he may also drown. In the Philippines, the waters were already closing over the heads of the untrained government when a change of administration at home brought General Wood to the rescue. His immediate problem was to "push the Jones Law back into shape," to get a bankrupt government on its feet, and to clean up the health situation. His duty was plain.

Less plain was the support he could count on at Washington. President Harding, with proverbial good nature, had assured Filipino leaders that while he was in the White House "there would be no backward step." Whatever Mr. Harding meant, there was but one interpretation among Filipino politicians. It was that the legislature could still encroach on the executive, and could still squander money in the government companies.

## II. GENERAL WOOD CHOOSES HIS COURSE

The course General Wood chose has been freely criticized by American residents of the islands. Knowing Filipino psychology, they believed that "Quezon and Osmena were ready for a spanking" and would have taken it as gracefully as possible. A prompt declaration by General Wood of his program would have evoked a few fervent oratorical efforts from politicians, and nothing more. The eleven million plain people of the Philippines, peaceful, provincial, and friendly to America, would

have been unmoved. Had the problem been purely local, General Wood could have cleaned house at once and gone ahead with a sound administration.

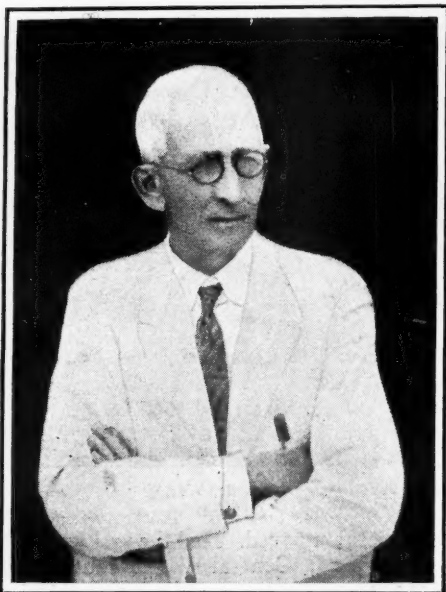
This short and easy way General Wood did not choose. It might have been misunderstood by Mr. Harding and many other sincere Americans who could not know that, for the great mass of Filipinos, it was the kindest course. It would have been branded by propagandists in the States as militaristic, autocratic, and dictatorial. The fact that it was not, was immaterial.

The Governor-General, therefore, made haste slowly. His reluctance to call for a showdown was interpreted by Filipino politicians as weakness. His advice that the government companies be sold to avert further loss was turned down. His appointments were not confirmed. His recommendations on health and sanitation were, in some cases, laughed at.

The climax came on July 17, 1923. The occasion was trivial. The Governor-General, as legally empowered by the Jones Law, reinstated a Manila policeman who had been discharged through political pressure. This policeman had made himself obnoxious to certain Filipino politicians by arresting them for gambling. Led by Mr. Quezon, the cabinet, or "council of state," threatened to resign unless the policeman was discharged. They did not expect their resignations to be accepted.

General Wood accepted them.

Mr. Quezon has a keen eye for publicity. He promptly launched in the Philippines



## WATCHDOG OF THE TREASURY

(Ben F. Wright, Insular Auditor, whose fearless discharge of his duties has saved the Filipino taxpayers millions of pesos)

and the United States the charge that Wood was an autocrat, that no one could coöperate with him, and that instead of taking the advice of his cabinet and other Filipinos he had surrounded himself with a ring of American army officers, who ruled a subject people with an iron hand. He demanded Wood's immediate recall.

To strengthen the charges, Mr. Quezon formed a coalition in the legislature by promising the opposition—so, at least, it has been alleged—an equal share in political patronage. This coalition, he felt, would be good for propaganda purposes in the States by showing that Filipinos were united against Wood. He also put through a bill to hold a plebiscite on independence. Those familiar with the ignorance and intimidation of Filipino voters, the low price of votes and the stuffing of ballot boxes, are aware that the result would have been precisely what those in charge of such a plebiscite might decree.

But meanwhile, with the accession of President Coolidge, General Wood felt that he could count on sufficient backing to carry his program through. Its legality was conceded: its expediency had been the only thing in doubt.

The first important step after the resig-

nation of the cabinet was the cancellation of the million-peso propaganda fund. The insular auditor, Ben F. Wright, ruled it illegal because it was not an annual but a continuing appropriation. The circumstances surrounding this fund were so shady that it has not been revived, even as an annual appropriation. No audit has been made, and none can be made. The writer has, however, seen bills for tailoring and haberdashery used by ranking members of the legislature which suggest that Solomon in all his glory was not arrayed like one of these.

The independence plebiscite bill was vetoed by the Governor-General, passed again by the legislature, vetoed again by the Governor-General, and finally vetoed by President Coolidge. Its illegality was obvious, Congress alone having the power to initiate any move looking toward separation from the United States.

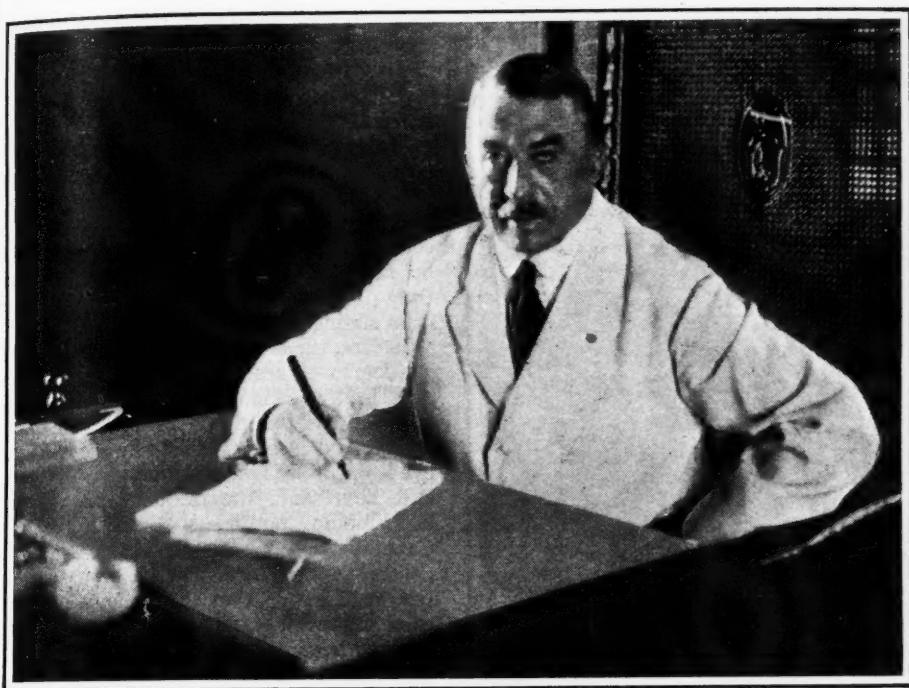
Most important of all steps taken by General Wood, however, was the abolition on November 9, 1926, of the Board of Control. As already explained, this board had a stranglehold on the government companies, and had nullified all attempts to sell or even manage them efficiently. By advice of the Attorney-General of the United States, General Wood wiped out the board by executive order, immediately appointing new directors to the National Coal Company and the National Bank. This he was entitled to do as chief executive, with full power to vote government stock.

The legislative leaders refused to recognize the new directors, and General Wood filed proceedings against the old directors to oust them. Early this year, the Supreme Court of the Philippines sustained him. Under that authority, the Governor-General is now administering the companies and may be expected to minimize further losses, thus saving the Filipino taxpayer many millions of pesos annually.

The government's annual balance sheets of regular revenue and expenditure, from the end of Harrison's term to the present, show more conclusively than anything else the unsoundness of Harrison's policy and the soundness of Wood's. The figures on the next page speak for themselves.

They show that when Wood took office the cash surplus fund was overdrawn 13,000,000 pesos. From the latest figures obtainable, there is now a cash surplus of





GENERAL LEONARD WOOD

(The Governor-General has worked from ten to sixteen hours daily on an average, with no vacation in six years)

22,000,000 pesos. On this showing, comment is superfluous.

In the field of public and animal health, results have been equally impressive. Reduction of smallpox and rinderpest has already been mentioned. Under Dr. H. Windsor Wade at Culion Colony, leprosy, long believed incurable, is being treated so successfully that many patients have been discharged. Cholera is virtually stamped out, 60 to 80 per cent. of the people in

affected districts having received anti-cholera vaccine. Malaria and typhoid are also being reduced, with the Rockefeller Foundation giving much valuable help in malaria control.

### III. THE CAVALRY CABINET

These results have been achieved not only in the face of baffling political opposition, but with almost no expert assistance.

General Wood has lacked specialist advisers in finance, banking, law, and, with one or two exceptions, in public health. There are no Filipino experts, and there are no funds, American or Philippine, to pay American experts.

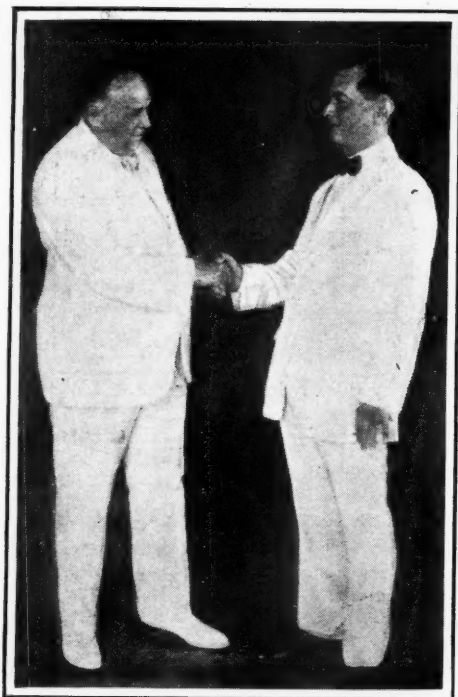
The only American help available has been supplied by half a dozen officers of the United States Army. These men have imperilled or sacrificed their own military careers to do their bit in civilian work in the Philippines. Knowing this, and know-

Year	Revenues	Expenditures	Cash Surplus Dec. 31 (Parentheses indicate overdraft)
1919...	\$78,019,153.33	\$86,083,584.10	Not available
1920.....	76,723,421.65	73,544,134.30	Not available
1921.....	94,580,993.56	101,329,609.87	(13,355,081.28)
1922.....	60,056,585.83	74,836,178.03	(17,961,350.61)
1923.....	89,587,077.15	67,553,977.31	19,806,736.28
1924.....	78,931,470.59	86,627,304.44	10,083,247.72
1925.....	84,389,595.59	75,187,336.47	22,581,783.45

Figures for 1919 and 1920 have been obtained from the Budget prepared in the Department of Finance. They are stated in pesos. One peso equals fifty cents U. S. currency.

The cash surplus shown above represents cash items minus current liabilities. Figures in parentheses indicate overdrafts.

Revenues listed do not include anything received from bond funds. The revenues and disbursements represent "budget operations" only.



THE PRESIDENT'S INVESTIGATOR

(Colonel Carmi A. Thompson, at the left, in a characteristic pose with Manuel L. Quezon, President of the Philippine Senate. He made a brief survey of the islands last summer and reported to President Coolidge)

ing their handicaps through lack of specialized training, they have given of their best under the circumstances, simply from a sense of duty.

Ironically enough, it is these loyal public servants whom politicians, both Filipinos and Americans, have made their chief targets in attacking the Wood administration. The phrase "Cavalry Cabinet," used lightly in a Manila paper, was pounced on by Mr. Quezon and his satellites and later by Colonel Carmi Thompson, the President's unofficial investigator of Philippine conditions, to spread the impression that Wood's offices were pervaded with the atmosphere of the camp or garrison. Officers who were working conscientiously and under great difficulties in the interest of a clean administration

were found to their amazement that they were a saber-rattling crowd, riding roughshod over the rights of an unhappy country.

These saber-rattlers include Brig.-Gen. Halstead Dorey, Col. George T. Langhorne, and a few others of lesser rank. Whoever sees them at their present posts must have remarkable powers of vision to discern the sabers or even the uniforms. No more courteous and unassuming executives could be imagined—and it may be added that they do not wear spurs to keep their feet from sliding off the desks.

In fact, the only sincere criticism of these gentlemen comes from American business men in the Philippines, who do not find them always willing to "boost" American commercial interests. The business man's eye is naturally filled with his own business, and he resents the frequent interference of Filipino politicians therein. When General Wood or his cavalry cabinet do not move with sufficient celerity to help the merchant out of his difficulties, they come in for heartfelt oburgation by the merchant. This is human, but it sheds much light on "the little group of autocrats" accused by Mr. Quezon of hardening their hearts against the Filipinos.

On the other hand, General Emilio Aguinaldo, leader of insurrections against Spain and the United States, has told his countrymen from Luzon to Mindanao that in General Wood's administration is their



AS THE POLITICIANS SAW IT

(A cartoon published by the *Philippines Herald* a year after General Wood's arrival there. The *Herald* at that time was controlled by Senate President Quezon)

only hope of safety from political exploitation. Aguinaldo is the most eminent Filipino living. His influence is great with older inhabitants, who remember too well the abuses of Spanish days. It is also great with the Malay peasantry who compose 90 per cent. of the population, and who recognize, dimly, that in conscientious American supervision lies their sole safeguard against the wealthier half-castes.

#### IV. FUTURE NEEDS

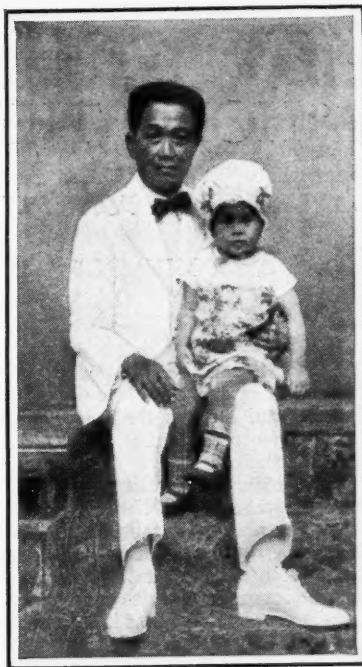
From this brief survey of the Wood administration it should not be concluded that there is little more for America to do. There is much to do if our quarter-century of effort in the Philippines is to pay dividends in prosperity, health, and the development of a genuine public spirit among an Oriental people with the traditions of three hundred years of Spanish rule.

Education is perhaps the greatest riddle. Our work, commendable as it has been, is bearing different fruit from that anticipated. There is much room for improvement in the quality of instruction. The educational budget is tremendously heavy, yet two-thirds of the Filipino children of school age are turned away because of insufficient facilities. Higher education is literary or legal. Every year hundreds of young men are admitted to the bar, already so overcrowded that few can make a living there, and drift into politics or even more dubious spheres of activity. Agriculture is the mainstay of Philippine life, yet agricultural education is negligible. Training in the trades or engineering is almost non-existent.

There is a deplorable lack of skilled physicians and nurses in the provinces. Thousands of Filipinos each year die because there is no medical attention outside the few large towns. Eighty per cent. of the population has hookworm, and will have until the practice of wearing shoes becomes general.

Usury flourishes and will continue to flourish for years, as a large majority of the population is in a state of peonage and lacks the knowledge, opportunity, and initiative to become freeholders.

Administration of the Moro and pagan provinces must be placed under nearly complete American control if these backward peoples are to be civilized rather than exterminated.



GENERAL EMILIO AGUINALDO

(Bitterly attacked by politicians for supporting the Wood reconstruction program. With him is his granddaughter)

Economic progress and the growth of a middle class are halted by the legislative attitude toward foreign capital. How to permit development of the untapped resources of the islands without exploiting the Filipino people is a question still unanswered.

*The most heartening feature of the situation to-day, however, is that all these reforms are now possible. It has been General Wood's task to clear the way for them. His work in the last six years has been fundamental. With infinite patience he has swept away the debris of the Harrison régime, and has given the Philippines a foundation on which to erect a permanent structure. An army man built the Panama Canal. Another army man has been quietly at work building a Philippine nation. Eventually, it may be fitted for independence. More probably, it will remain for many years a junior partner of the United States.*

*General Wood's achievement has been less spectacular than Colonel Goethals', but it has been equally difficult, and perhaps even more important to his country and the world.*

# "HOLD THE PHILIPPINES!"

## *Signs of Revolution in the Democratic Ranks*

A SYMPOSIUM OF CURRENT OPINION COLLECTED BY  
VICENTE VILLAMIN

WHEN the United States took over the Philippines at the close of the war with Spain twenty-eight years ago, there were many who protested that the Islands should be free. William Jennings Bryan, then at the height of his power, led a mighty campaign of anti-imperialism under the Democratic banner. Since that time the party has declared consistently for immediate Filipino independence.

That historic Democratic position is now crumbling, as shown in a survey by Vicente Villamin, a Filipino lawyer and publicist. Signed statements given him by prominent Democrats register an overwhelming majority against immediate and absolute independence.

The survey shows that the Democrats consider it unwise and untimely for the Filipinos to lose American protection and that vital American interests and world peace would be placed in jeopardy by the withdrawal of America from the Philippines. In contrast, the party platform favors independence upon the belief that it is to the best interest of America to grant it, the welfare of the Filipinos receiving only incidental consideration.

Gauged by the present survey there is precious little difference, if any, between the Democratic and Republican views. The Philippine question is becoming truly non-partisan.

The extension of autonomy is the policy pursued in the Islands. At present 98 per cent. of the personnel of the Government are Filipinos. A Filipino can be appointed governor-general under the Jones Law, and the entire government Filipinized. The legislature is composed entirely of Filipinos; this body has powers which State legislatures do not possess. Of the six heads of the executive departments only one is American, and in the entire judiciary there are seven Americans. Three-fourths of the United States Army in the Philippines are Filipinos. The Filipinos do not pay for military and political protection and are not subject to the Federal tax laws.

These opinions, a representative selection of those gathered by Mr. Villamin, indicate how far Democratic authorities are straying from the traditional principle of immediate independence:

*Robert Lansing*

(Former Secretary of State)

Because of the present minority of educated people in the Philippines any independent government, though based on the principles of democracy, would necessarily fall into the hands of a few individuals. In the past oligarchies have not been conducive to the general welfare of the people, the majority of whom do not possess the intellectual development necessary to conduct a popular government, and there is no evidence that the Philippines would prove to be an exception to the rule. I am therefore opposed to granting independence to the Philippines until it appears that the people of the Islands are able to exercise the franchise with intelligence and to understand the meaning of political liberty.

*Josephus Daniels*

(Former Secretary of the Navy)

The Filipinos hailed us in 1898, as the Cubans did, as friends and deliverers from the yoke of Spain. We repaid their confidence by buying them off from Spain at so much a head and by failure to carry out our sacred pledge made to them. The Governor named by President Wilson gave it as his opinion that "by temperament, by experience, by financial ability, in every way, the ten million Filipinos are entitled to be free from every government except of their own choices."

The time to redeem our pledge, given in the preamble of the Jones Act, is now. The Filipinos should be given their independence with a Platt Amendment attached so as to aid them and keep them from serious



errors in the formative days of their government. The remedy for the errors of democracy is more democracy. We are trustees for the Filipinos. Our obligation is to be fair in administering that self-imposed trust.

**Lindley M. Garrison**

(Former Secretary of War)

The attitude and conduct of the Government of the United States toward the Filipinos have been wholly unselfish and commendable. It has sought the welfare of the people there without any ulterior motive. The easy course would have been to have left the Filipinos to their own devices, which could have had but one result, and that a disastrous one to them. The proper and right course was to undertake the task of preparing them for self-government, and protecting them in the meantime. This course is costly and thankless, but was the one upon which we set out and upon which we should continue to the end.

**Samuel Untermeyer**

(New York Lawyer)

I went to the Philippines last winter with a strong prejudice in favor of independence, but came away with the conviction that it would be a calamity and equivalent almost to a betrayal.

Without our protection the Philippines would be open to mass-immigration from China, lowering the Filipino standard of living and possibly obliterating the Filipino race; they would become a prey to stronger nations and we would have to continue our protection unless we could "cut loose" from them entirely, which we would hardly feel justified in doing; they would lose the bulk of their foreign business by their exclusion from our tariff wall; the maintenance of government, with an Army and Navy and diplomatic service, would tax them to the utmost; and there would be retrogression in their economic, social, educational and political development.

**William E. Sweet**

(Former Governor of Colorado)

I was opposed to American occupation of the Philippines, but the history of these Islands since the inauguration of American sovereignty has served to convince me that I was wrong.

I believe that the complete severance of relations between America and the Philippines at this time is extremely unwise. Complete and immediate independence would spell disaster to the Filipinos and the undoing of our work of economic betterment, political improvement, and social amelioration in the Philippines.

I advocate the expansion of such local autonomy as is compatible with our responsibility and the ability of the Filipinos to use it. The Philippine question is in every respect non-partisan.

**Thomas W. Gregory**

(Former Attorney-General)

We have pledged our honor to give the Philippines independence, and this pledge must be kept. The economic situation of the Islands, their geographical location, the imperfect development of the great majority of the inhabitants, and the international situation require American supervision for some years to come, and the time has not arrived when the Islands should be granted absolute independence. I say this without regard to the interest of the United States in the problem.

**James A. O'Gorman**

(Former Senator from New York)

The Jones Law, for which I voted, gave the Filipino leaders ample opportunity to demonstrate what they could and would do under self-government, but they have not satisfied the reasonable expectations of American well-wishers. And they dealt only with internal affairs, being free from the problems of external relations.

I am now retired from politics. I view the Philippine question in a non-partisan and non-political light. In my judgment independence at this time would not mean more liberty and better government for the Filipinos, but curtailed opportunity and arrested development. An independent Philippines could not hope to maintain a national existence amidst the confusions and struggles in the Orient. Neutralization would be futile, a protectorate would not be feasible, a Platt Amendment for the Philippines would be impracticable. America's course and conduct in the Philippines have been unselfish, constructive and enlightened. I see no signs of departure from our position of friend and protector.

We have no imperialistic designs. Independence will come eventually, but the time for it has not yet arrived.

**Thomas J. Walsh**

(*Senator from Montana*)

I felt when I visited the Philippines four years ago that the desire for independence among the Filipinos was largely, if not wholly, sentimental, and nothing has happened since to change that view. This is not said in criticism or opprobrium.

Only a few Filipinos have reflected, I conceive, on the economic consequences of separation from the United States, and of the few only a small number have made public avowal of their views. The fact that the United States markets are open to Philippine products duty-free is vitally important to the well-being of the Filipino people. Its importance is emphasized by the fact that the Philippines are an exporting country, the great bulk of production being exportable surplus. Independence would discard the privilege of free entry to our markets, and that would result in the collapse of the major Philippine industries. It is the patriotic duty of Filipinos to bring to the masses information concerning the economic problems which would be involved in independence.

**Thomas F. Gailor**

(*P. E. Bishop of Tennessee*)

From interviews with men whom I know and trust, I am persuaded that it would work harm to American interests and to the Filipinos themselves, if they were given independence at this time. Moreover, I have entire confidence in the wisdom and fairness of Gen. Leonard Wood, governor-general of the Philippines, and am satisfied to be guided by his judgment.

**Dan Moody**

(*Governor of Texas*)

It is too early to grant independence to the Philippines. The economic consequences to the Filipinos would be hazardous and certainly their international status, once independent, would be subject to most troublesome influences. Perhaps eventually independence should be granted, but at this time, or at any time in the near future, it would, in my opinion, prove disastrous.

**Robert L. Owen**

(*Former Senator from Oklahoma*)

While I favor independence in the future, it must be remembered that absolute independence under existing international law could operate to shut off Philippine products from the United States markets on a free-trade basis, and this is a matter of the utmost importance to the Filipino people.

**Lawrence D. Tyson**

(*Senator from Tennessee*)

I am not in favor of granting independence to the Philippines now. Independence under present circumstances would be a calamity to the Filipinos and would undo the constructive work of America in those islands.

We are doing everything we can to promote the best interests of the Filipinos. We have been unselfish. Our record in the Philippines is one of which every true American can be proud. The Philippine question is non-partisan. It seems to me the longer the United States is willing to stay in the Philippines the better it will be for the Filipinos.

**Atlee Pomerene**

(*Former Senator from Ohio*)

Whatever the United States has done in connection with the Philippines has been for their benefit, not ours. I believe it would be a grave mistake to grant them immediate and absolute independence. The Filipinos have made more progress since they have been under the control of the United States than they did in three centuries of Spanish rule, and, in my judgment, more progress than they would make in a century of independence under present conditions.

**Woodbridge N. Ferris**

(*Senator from Michigan*)

From a commercial standpoint the Filipinos are better off under the rule of the United States. I am not at all sure, however, that the Filipinos are going to learn to stand on their own feet by having their independence suspended in the air. I am sorry that our Government is in any way responsible for the Philippines. I am hoping that the time will soon come

when the Filipinos can be granted their full independence. I am not at all sure that the delay is wise.

**Hamilton Holt**

*(President Rollins College, Florida)*

Independence under a republican form of government implies capacity for self-government. Therefore, independence is not so much a right as a stage of evolution. I do not regard the Filipinos as ready for self-government and, consequently, as ready for independence. No American party, in my judgment, should set a date for such a consummation.

**Pat Harrison**

*(Senator from Mississippi)*

I have long favored Philippine independence and voted for the Jones Law. However, under present circumstances strong economic reasons and the uncertain state of international affairs in the Pacific region make it unwise to grant the Philippines immediate and absolute independence. But I would urge the inauguration of a workable policy of economic readjustment looking to eventual independence. This is a matter, I take it, of the utmost importance to the Filipinos themselves.

**Edwin S. Broussard**

*(Senator from Louisiana)*

I am firmly convinced that there is a strong sentiment among the Filipinos for independence. Naturally, I am opposed to bringing about a situation which could result in their losing their independence and in their forcible absorption by another nation. But this possibility can be safeguarded by agreement of the four nations now parties to the Four-Power Pact.

**Andrew J. Montague**

*(Congressman from Virginia)*

I am ardently in favor of granting complete independence to the Filipino people when they reach such stage of perfection in political knowledge and responsibility as will demonstrate their capacity for the administration of free institutions. This time, however, has not yet arrived, but I believe it is approaching such a consummation in the future.

**Royal S. Copeland**

*(Senator from New York)*

I do not favor independence for the sake of the Filipinos. Besides, I do not think we can give them independence, for the Constitution does not empower Congress to alienate American territory—which the Philippines are by virtue of the Treaty of Paris.

**Millard E. Tydings**

*(Senator from Maryland)*

I do not believe the present or near future is the best time to grant independence to the Philippines. Independence at a time when Far Eastern affairs are unsettled and before the Filipinos are strong enough to keep it with honor when given would not be playing fair with the people we obligated ourselves to assist.

**Hoyt M. Dobbs**

*(Bishop of Alabama)*

Independence is something to be earned and it can never be bestowed prematurely or given as a free gift. I have every reason to trust the character and ability of General Wood, Governor-General, and am sure his recommendation should have most thoughtful and careful consideration.

**J. H. Kirkland**

*(Chancellor, Vanderbilt University, Tennessee)*

The obligation of the United States to the Filipinos is primarily to promote their development—educationally, economically, and politically. I am satisfied that this can be done only by maintaining close political relations with that country. To give the Philippines independence at this time would wreck all the work we have done in the past.

**Edward I. Edwards**

*(Senator from New Jersey)*

I am unequivocally opposed to granting immediate and absolute independence to the Philippines. This attitude is prompted by what I believe to be the best interests of the Filipino people themselves. The United States has moral, political, and economic obligations in connection with the Islands which she can not and will not shirk, no

matter how vociferously the self-seeking politicians may cry out.

It would take the Islands fully a hundred years to recover from the granting of independence now. Separation from America would mean the Mongolization of the Islands. It would also mean the exclusion of the Philippines from our tariff wall and therefore the destruction of Philippine industries. Frankly, I cannot conceive of Philippine independence in the next fifty years.

### Alfred P. Dennis

(Vice-chairman, U. S. Tariff Commission)

I can state as a lifelong Democrat that in my opinion America stands in *loco parentis* to the Philippines; that this relationship involves authority and protection as complementary ideas; and that our retirement from the Islands at this time would be an act of betrayal, inasmuch as it would immediately expose the Filipinos to bitter internecine strife, with eventual foreign occupation, based on a program for exploiting the Islands, at the same time employing them as a military base against the United States in the Pacific.

WALTER F. GEORGE  
Senator from Georgia

LEE S. OVERMAN  
Senator from North Carolina

MORRIS SHEPPARD  
Senator from Texas

DUNCAN U. FLETCHER  
Senator from Florida

COLEMAN L. BLEASE  
Senator from South Carolina

JOHN G. RICHARDS  
Governor of South Carolina

HUGO L. BLACK  
Senator from Alabama

A. HARRY MOORE  
Governor of New Jersey

ROBERT NEILL  
President, Arkansas Bankers' Association

FRANK F. FAGAN  
President, North Carolina Bankers' Association

### George Gordon Battle

(New York Lawyer)

Independence would mean the sundering of the business ties with America which give life to Philippine industries; widespread poverty among the Filipino masses; confusion in commerce, finance, and government; and the lowering of the Filipinos' standard of living. It would also mean the checking of the educational development now happily going forward in the Islands and the possibility of immigration from China which would be irresistible.

### Erwin Craighead

(Editor Emeritus, Mobile Register, Alabama)

The Philippine question is not one simply of Filipino independence, but one involving many serious international considerations. The Filipino leaders ignore the problem of the relations of their country with the general Far Eastern situation, but America can not and will not ignore it. For the sake of the Filipinos themselves, of America's position in the Pacific, of world peace, the granting of complete independence to the Philippines should be put off.

"I do not favor immediate independence."

"I am for ultimate but not for immediate independence for economic reasons vital to the Filipinos."

"I stand on the Democratic platform calling for immediate independence."

"The Filipinos do not seem to know when they are well off—at least some agitators do not. Independence in the future, when they are ready for it, I favor."

"To withhold independence would be to make us liars and thieves. I may be mistaken as to the facts."

"The attitude of our Government toward the Philippines is proper."

"If independence is consistent with the best interests of the Filipinos, I favor its granting."

"I am convinced that independence at this time would prove most disastrous to the Filipinos."

"To grant independence now would nullify America's position in the Orient."

"I think that at this time it would be dangerous, if not disastrous, to give independence to the Philippines."



# THIRTEEN YEARS AFTER

## A SURVEY OF PRESENT-DAY EUROPE WITH COMMENT ON THE DISARMAMENT CONFERENCE

BY FRANK H. SIMONDS

### I. The Anniversary

THE current month of August marks the thirteenth anniversary of the outbreak of the World War, and this circumstance supplies a logical reason for making a brief examination of the present European conditions. The fact that a naval limitation conference is in progress at Geneva as I write, and that recent events in Europe have provoked much comment—not a little of it pessimistic—serve further as points of departure; and I shall confine my article this month to a study of the general European situation and brief discussion of Geneva, leaving to next month a study of the actual decisions or lack of decisions taken in the Naval Conference.

For Americans the European situation has recently been summarized by Senator Borah in a characteristic speech made at Denver, expressing the Senator's conviction, not merely that Europe is in a bad way, but that it is in much the same condition as before the World War. Seizing upon the declarations of Mussolini, demanding a military force on mobilization of 5,000,000 a decade hence, the still acute quarrel between Italy and Yugoslavia in Albania, and the reversion of Poincaré in his Lunéville speech to the tone and manner which characterized his pre-Ruhr declarations, Senator Borah has concluded that Europe is as bad as ever and Locarno little more than organized deception. Finally, the Anglo-Russian break supplies him with what is certainly the most serious bit of evidence of continuing European chaos.

In justice to Senator Borah, too, one must note that European voices are not lacking to supply comment of a similar character. Henri de Jouvenel in *L'Europe Nouvelle*, Sisley Huddleston in the *New Statesman*, have pointed to present incoherence and emphasized the possibility of

future disaster. One must then fairly conclude that the present and the future in Europe remain not merely obscure but certainly crowded with evil possibilities.

Nevertheless, the slightest examination of the conditions discloses marked differences between the conditions of to-day and those of the period which immediately preceded the war. Broadly speaking, if the language in many quarters remains unchanged, the state of the popular mind in Britain, France, and Germany is markedly different from that of 1914; and it is hardly extreme optimism to believe that in the presence of a real crisis London, Paris, and Berlin would be found working together, since for all three countries peace is to-day the one essential need.

The chief trouble in Europe, if one may hazard a comprehensive analysis, lies in the fact that there are three sets of national conceptions in existence, which can not be reconciled to the end that there may be real international coöperation. Allowing for all the present and prospective causes for disagreement, it is nevertheless true that France, Germany, and Great Britain are to a large extent in the same frame of mind; they can and they do work together internationally. And with them are associated most of the smaller states of Europe. For all these countries, governments, and peoples alike are aware of the need of peace. Across frontiers, by sea and by land, the nationalists of the several nations dispute and denounce. The language in the press and on the political platform is not strikingly different from that of thirteen years ago, but in all three cases it speaks for a class and not for a nation.

By contrast, the gulf between Russia and the western powers is not only profound but in the past decade has shown little real

tendency to narrow. The truth is that Russia itself, as at present organized, is in a state of war directed against the western world. The basic doctrine of Soviet Russia is revolution, the driving purpose is to overthrow the so-called capitalistic governments and systems and to replace them with the Russian model.

But, precisely as long as those who control Russia have, as their animating purpose, the program of world revolution, it is manifest that real coöperation is impossible. There can be no such thing as a concert of Europe. There can be no real ordering of European affairs. The nations adjoining Russia must remain armed and will continue apprehensive. All sorts of combinations and alliances will be made, directed frankly at Russia.

Quite as obviously the British policy—since Great Britain is, in Asia and elsewhere, the target of Soviet activity—must seek everywhere to meet Russian attack. Thus there are stimulated in Britain both apprehension and activity; but while the apprehension is disclosed in public utterances and actions, the activity in the same fashion arouses Russian apprehension.

The British people know they are being attacked by Russia. The Russian people have been convinced that they are menaced by Britain, and that, in fact, London is seeking to create a vast world combination to attack the Soviet Republics on all frontiers. In such a situation, peace in the largest sense is impossible. Locarno could bring about a real adjustment between France and Germany, and even a temporary compromise between Germany and her Slav neighbors. But no Locarno is possible between Russia and the western states, because the Bolshevik program does not look to recovering lost provinces or restoring lost prestige, and it is not founded upon material interests which might in part at least be satisfied. The purpose of Soviet leadership so far has been, not to conquer territory, but in fact to destroy the national existence of all countries.

When one turns to the Italian situation it is different from the Russian, but only to a degree. Italy, like Russia, rejects the lessons which most of Europe has drawn from the World War. If Russia has become the evangel of internationalism, of world revolution followed by proletariat control everywhere, Italy is to-day the shining example of intensive nationalism, which

recalls the extreme spirit of the Pan-Germans of the pre-war period.

At the bottom of the Fascismo phenomenon lies the conception that a greater Italy must be created, that the resources and the energies of the Italian nation must be organized and disciplined to the end that Italy may acquire new territories, larger power, and be able to play a part in the world commensurate with the Italian conception of their country's future.

But Italy, like Germany before her, can acquire no such new position, save at the expense of other nations. In the Mediterranean, which is the *Mare Nostrum* of the Italians, France occupies all of North Africa from Melilla to Tripoli. Toulon, Ajaccio, and Bizerta constitute a net of naval bases flung across the western face of the Italian peninsula. In Syria, too, France has a new base in the Eastern Mediterranean.

In precisely the same fashion Britain, seated at Gibraltar, Malta, and Suez, holding Cyprus, controlling the foreign relations of Egypt, remains the master of the sea approaches to Italy on all sides. Finally, on the eastern shore of the Adriatic, there is rising a Slav state, not alone determined to contest the mastery of this narrow sea with Italy, but laying claim to Fiume and to Trieste itself as the natural ports of the Slovene and Croatian hinterlands. Again, while the new Greece constitutes a real rival to Italy in the Aegean, British influence covers the Hellenic state, as French influence tends more and more to cover Yugoslavia.

Thus the Italy which Mussolini preaches and prepares for is just as certainly a menace to world peace as the Soviet revolution which the followers of Lenin proclaim. Two great powers and peoples, under their present leadership, reject the *status quo* and seek to overturn it. But the change can come only after convulsion, and precisely as long as Italy and Russia refuse to coöperate with the rest of Europe, refuse to accept the *status quo*, concentrate their energies and resources upon the project to overthrow it, there is no actual possibility of complete European adjustment or general European confidence and calm.

Poincaré may shout at Count Westarp, and German Nationalism and French may wave the "bloody shirt" across the Rhine and the Lauter, but neither demonstration is a menace to European peace nor an insuperable obstacle to coöperation, be-

cause the majority of Frenchmen and Germans are resolved to avoid war. Briand and Stresemann can do business even if Poincaré and Westarp make noises; and business does get done, as witness the quiet settling of the question of the demolition of the eastern fortifications in recent days.

But, in the larger sense, the general pacification of Europe has come to at least a temporary halt, because two great powers are resolved not to accept any possible basis of adjustment, and two governments are committed to policies and purposes which not merely alarm other states but constitute frank menaces, measured simply by the words of the protagonists of Bolshevism and Fascism.

It is perfectly true that for physical and material reasons neither the Russian nor the Italian leadership desires actual war at the present time. For both it would be a disaster, yet for each the terms of present control are based upon the promulgation of principles which make future war inevitable. The real problem of peace in Europe to-day lies in the riddle as to whether, both in the case of Bolshevism and of Fascism, domestic evolution will presently lead to the disappearance of these purposes, which constitute foreign threats, or whether the ultimate achievement of economic and financial strength in each state will make possible the undertaking of programs of violence now merely preached.

## II. 1914 and 1927

The mistake that Senator Borah and not a few other Americans have made, in my judgment, is in failing to distinguish between the conditions of Europe at the present hour and those of thirteen years ago, and concluding that European peace is precarious because the peoples and the leaders in all European countries have learned nothing and forgotten nothing. And this mistake is due precisely to the attempt to judge European conditions at a distance and with no first-hand experience with the peoples themselves.

In 1914, the mass of the French and German people believed that war was inevitable. Russia and Austria were controlled not by the people but by small groups which regarded war as inevitable and on the whole desirable. Britain, on her side, had taken alarm at the rise of Germany and thrown her lot in with Russia and France. For ten years Europe had been drenched with inflammable policies.

No such situation exists to-day. There is not the smallest difference in the state of mind of the vast majority of Frenchmen, Germans, and Britons. Briand, Stresemann, and Chamberlain are maintained as foreign ministers and supported by all but the extremists in each country, precisely because the people see in them the proved exponents of the policy of peace and the manner of conciliation. And, in fact, while Chamberlain represents a Tory ministry, he took over his policy *in toto* from his Labor predecessor and has enjoyed Labor support for it very steadily.

There are grave questions remaining unsettled between France and Germany. There are unaccepted settlements of the eastern frontiers of Germany on the Polish side, which may one day precipitate trouble. But no one can fail to recognize that masses of Frenchmen and Germans are to-day seeking earnestly and hopefully for the bases of real liquidation and neither country suspects the other of planning a new attack. France and Britain have quarreled since 1919 more bitterly than at any time since the Napoleonic era, and the issues of submarines and airplanes have been, and remain, open. But neither the British nor the French people seriously suspects the other of hostile designs.

Locarno has been grossly exaggerated, just as it has been deliberately minimized, but it has already served many useful ends. The military control of Germany has been ended, the dispute over the eastern fortifications has been accommodated, the Sarre Basin irritation has been ended. French iron and German coal have reached a business agreement. And the reason lies in the fact that about another war the French and German people not only feel the same, but each knows the feeling of the other.

At the present hour the French have just passed a law reducing to one year the service in the army. It was three before the war. This legislation will reduce the metropolitan army of France, as compared with the colonial, from the 750,000 of 1914 to 350,000. Such a reduction would not have been possible without Locarno. And

in recent months, if the evacuation of the Rhineland has been delayed, the size of the army of occupation has been reduced.

Neither Poincaré nor Westarp, neither the French nor the German Nationalist leaders, could lead their countries into war. And exactly the same situation, of course, exists in Britain. No one who has been familiar with the state of mind in Britain, France, and Germany in the past three or four years can mistake the steady gain for peace marked in popular sentiment and, what is even more important, disclosed in political action.

But there are obvious limits to possible achievement of French, British, and German coöperation, while Russia and Italy are dominated by the ideas of Bolshevism and Fascismo. France, Germany, and Britain have accepted things as they are in Europe as a basis of present coöperation. They have agreed to eliminate violence as a means to amend these conditions. But both Italy and Russia utterly refuse to accept things as they are. Both decline to work within the League of Nations, although Italy nominally remains a member.

And all over Europe—and in the case of Russia, of Asia, and Africa as well—Russia and Italy are seeking to upset or disturb the existing situation. How, then, can it be possible to make further progress in European readjustment? Mussolini asks for Italy a mobilizable force of 5,000,000 men, to do what? To obtain for her that territory, those resources, that power which satisfies his conception of Italian greatness. But the territory can only be taken from France, Britain, or, with the consent of these powers, from Turkey, always by violence. And the rise of Yugoslavia and the consolidation of the Balkans would mean a fatal barrier to all Italian hopes.

As for Soviet Russia, since its primary principle is war upon capitalism, and its program the overthrow of the domestic order of every civilized nation, what basis of adjustment is possible? It is possible to reconcile the divergent interests of France, Britain, and Germany, because at the outset all three recognize that conflict must be avoided, and because at bottom, if the interests are divergent, they can still be compromised without establishing what would seem intolerable to any one of the three peoples.

Bolshevism and Fascism are, in their essence, declarations of war upon the exist-

ing order. The former is social, not political. It is international, not national. It would destroy all governments, to replace all by the single system to-day existing in Russia. Fascism, by contrast, is intensely and exclusively national. It would not destroy the governmental system of any foreign country, but it seeks to modify the frontiers of such as offend against the Italian aspirations. It would have Malta, Tunis, Smyrna; one hears in Rome of Corsica, Savoy, of all of Anatolia. Both in the Russian and the Italian cases there is no basis of compromise, since the western states will not abandon their form of government, and France, Britain, and Turkey will not resign their territories.

But while Fascismo prepares, while Mussolini demands his millions of troops, you can not have disarmament in any state which borders Italy, and you will inevitably have a drawing together of the states immediately menaced—Yugoslavia and France, for example. By extension, you will have the inevitable drift to Italy of states which feel themselves menaced by French or Slav armaments. The same process operates on the Russian boundary. Poland and Russia must look to their armies and their alliances. And when Russian attack in Asia brings British reprisal in Europe, nothing is more certain than that both London and Moscow should look to Warsaw and Bucharest for support or attack.

And the elements in every country which do not accept the existing order, the Communists and extreme Nationalists everywhere, will seize upon these circumstances to serve their ends. Neither element is a majority anywhere; both are quite equally discredited, universally, but they form political forces which must be reckoned with. They exploit incidental opportunities, they keep alive passion and international hatred, they foment cross-frontier recrimination.

In the last analysis, too, there is nothing anyone can do about it. If Russia and Italy remain faithful to their present principles and purposes, European peace is a mockery, looking to the future. Only war could to-day overthrow the Bolsheviks or the Fascists, and certainly the western powers are in no mood or state to promote peace by a new war.

In all human probability the process which we call Locarno will continue to operate beneficently in the relations of France, Germany, and Britain. Within



the League of Nations these states, together with many of the neutrals of the war, will act. And in this coöperation there is patent profit, even though it be rigidly, and well-nigh ridiculously, limited. But the greater Locarno, even the Balkan Locarno, is not possible in the presence of Bolshevism and Fascism.

The supreme tragedy of contemporary Europe does not lie in the survival, among the main belligerents of the World War, of the spirit which was largely responsible for the still recent catastrophe. Rather it lies in the fact that, as a consequence of the war, two of the great European peoples have embarked upon courses which are not to be reconciled peacefully with the natural and legitimate interests of the balance of the European nations.

Lenin and Mussolini, each preaching a gospel of revolution, have enlisted the support and directed the fortunes of a great people. Internationalism as preached and practised by the Bolsheviks, extreme Nationalism as advocated by the Fascists, aims at the destruction of the domestic system or the territorial integrity of other nations.

With rather surprising success European

peoples have brought to an end the war and post-war strife among many nations. From 1924 to the present hour there has been a steady improvement in the general situation. But general order can not be achieved by partial adjustment. Russia and Italy represent well-nigh 200,000,000 of people, more than the combined populations of Britain, France, Germany, and half a dozen smaller states. Both countries formally reject the whole program of European reconciliation and readjustment, which has been accepted by the other peoples in the main. Both seek to defeat it.

When Poincaré talks in Lunéville, his words, however provoking, are without real significance, because in foreign affairs France follows Briand. When Westarp is equally violent, it is necessary only to recall that Stresemann is still in Wilhelmstrasse. But when Mussolini speaks in Rome, or the latest heir of Lenin in Moscow, the difference is obvious, for one is Italy and the other Russia. Thus, while it is not necessary to believe that a new European war is inevitable, because of Fascism or Bolshevism, it is essential to perceive that, while these survive, peace is precarious and real adjustment out of the question.

### III. The Disarmament Conference

Turning now to the Naval Conference at Geneva, which is in progress as I write these lines, it is obviously impossible at the moment to make more than passing comment. Yet there is one essential fact which has attracted much too little attention in America as contrasted with the Continent of Europe. This Geneva session, called by the President of the United States, marks one more step in the indirect, but not less patent, process of translating into fact the consequences of the World War.

For three centuries, British naval supremacy has been absolute, and war and defeat for the challenger have been the invariable consequences of any effort to modify the situation. Spain, Holland, France, and finally Germany have gone down to supreme disaster, because they have ventured to assert the principle of equality on the high seas. The last act in the long drama was the arrival of the German High Seas fleet at Scapa Flow in 1919, captive to British power.

But at Washington in 1921 and now at

Geneva, six years later, the United States has appeared not merely with the precise claim of equality, which in itself destroys the prestige of centuries, but it has also brought conditions and specifications fixing the terms of equality, which are in themselves contrary to British conceptions.

At Washington the American campaign for equality failed. To be sure, the battle-ship strengths of the two nations were fixed and established in principle at parity, although the right of the British to construct the *Rodney* and the *Nelson* at once, gave them an actual advantage which must endure for a number of years yet, since no American ships will be laid down in that period by the terms of the agreement.

Failure to fix any tonnage maximum for cruisers left the British navy supreme in the branch which was of vital importance. Moreover, the British have pressed this advantage, and to-day count three to one in cruiser tonnage and a much larger ratio in actual ships. Thus the net effect of the Washington Conference was that, while the

United States did acquire a nominal equality, in fact it surrendered the construction program which would have made it supreme in the battle line, for a wholly fictitious equality in battleships and a complete and impressive inferiority in cruisers. Incidentally, too, we surrendered the right to fortify the Philippines and Guam, which left us handicapped in the Pacific.

Ever since the Washington Conference, the American Navy and its friends in Congress have been seeking to restore the balance. Proclaimed as a great triumph for world peace and for American prestige, the Washington Conference has been slowly appraised at its real value as a surrender of almost everything which the American people actually believed they were attaining. And with the increasing pressure in the Navy and in Congress, President Coolidge has been confronted with the alternative between a new conference to repair the blunders and failures of Washington, and a very large expenditure of money to achieve equality by construction.

But, since the British and even the Japanese have to-day cruiser strength far in excess of the Washington ratio for battleships, it is clear that equality on American terms could be realized only by the restriction of the other fleets. For the Japanese this restriction is relatively small, and the question of economy is all-important. Nor does any issue of prestige arise, because Japan has never claimed world supremacy afloat and its navy is very definitely constructed with a clear eye to the practical, not the sentimental, issues. Every Japanese knows America can and will have a stronger fleet; the problem is to maintain a balance of strength which will be satisfactory.

With Britain the whole situation is different. The principle of equality, the British have been brought to concede at Washington and again at Geneva. But, notwithstanding this concession, the natural and human desire of the British has been to retain the actual superiority. To the British mind, the American fleet does not represent the same factor in national security as the British. Its mission is not to maintain communication with many distant colonies and dominions or to keep open the sea-lanes by which the people of the United States can alone be assured of food. Granted that equality in the battle fleet is desirable, why should any similar parity be demanded in cruisers?

But if such parity is demanded, should it not necessarily be on a basis which is established by British necessities and not by American conveniences? Neither the French nor the Italian fleets count in the American problem, for no line of communications important to us passes through the Mediterranean, whereas for Britain the road to India goes by Bizerta and Syracuse. Is it not for the British, then, to determine how many cruisers they need, and then for the United States to build up to that limit, if it insists upon equality?

And right here there enters another and obvious calculation. The British do not believe that the Congress of the United States will ever consent to spend the billions necessary to achieve equality in cruiser strength; thus, if the figure is fixed high, while the right to build to equality is conceded to us, this right will never be exercised. As a result, Britain will retain actual supremacy while American prestige will be satisfied by the title to parity.

Then, again, with many naval bases scattered all over the world, the British need only a limited steaming radius for their cruisers. They can accordingly afford to table on 7,500 tons as a maximum, whereas the United States, with infrequent and widely separated bases, needs larger fuel carrying capacity and has tabled on 10,000 tons. To keep equality, therefore, the British would have to pay the relatively high costs of 10,000-ton cruisers, which they do not need. Could they persuade us to come down to their figure, they would save money and our cruisers would be, in practice, of little real usefulness, comparatively speaking. Failing the prohibition of the 10,000 cruiser outright, the aim is naturally the restriction of number, but again, with the same end.

Ambassador Gibson's business at Geneva is to achieve a limitation of cruiser strength at the lowest possible figure because we lack cruisers. The lower the limit, the less the expense to us of attaining equality, and the greater the likelihood that Congress will provide the money necessary to construct the necessary ships. He is, naturally, also concerned to prevent the opening of the decisions of the Washington Conference in the matter of replacements, because if the start of replacement, as the British propose, were postponed for five years, Britain with the *Rodney* and the *Nelson* would hold actual supremacy just that much longer.

British policy is comprehended in a very difficult dilemma. Naturally, the nation which has been supreme on the seas for centuries, and has fought many wars to retain that supremacy, desires to avoid surrendering it as far as possible. This is, if I may say so, the Navy Policy. On the other hand, the Foreign Policy of Britain, for a generation at least, has rested on the cardinal principle of preserving and extending friendly relations with the United States, and avoiding anything which might promote bad feeling or result in any form of rivalry—war being, of course, out of the question.

Quite bluntly, at Geneva we have presented a program which is utterly repugnant to British tradition. In reality, we are undertaking to set limits to their naval power, precisely as they attempted to limit Germany in the years before the war. We are putting the price of our friendship on the size of their fleet and, in addition, we are serving notice that, failing agreement, we may outbuild them. Given our financial condition, as contrasted with that of the British, our power in this direction is patent.

Now the British naval experts do not believe that the American people take the navy seriously enough to spend the billions necessary to arrive at equality. Thus Mr. Bridgeman continues to argue for high cruiser tonnage. But the British Foreign Office, and the British public generally, are perfectly aware of the fact that the American people will never go to war with them, that our navy does not menace them, and that our friendship is of importance.

Two forces are thus acting at all times in Britain—the naval, backed by all the elements in the British public for whom national prestige is important, and on the other side, the elements which are undisturbed by the naval problem but are easily and naturally aroused over the prospect of bad feelings, naval competition, and a variety of quarrelings growing out of differences at Geneva.

Ambassador Gibson and Washington have both played on this second string. The American press has very generally supported the proposals of our representatives for reductions and restrictions. Both from Geneva and from Washington, a considerable body of criticism of the British course has come. Almost from the outset the British have been put in the awkward position of explaining and defending.

Were the Geneva Conference to fail, it is clear that the United States and Japan both would place the responsibility for the failure upon Great Britain, because, on the vital question of cruisers, the Americans and Japanese are for different reasons agreed. But such an indictment would be exceedingly awkward for the British in their present situation in China and vis-à-vis Russia. And it would have instant repercussions at home, where the fortunes of the Tory Government are failing daily.

But, on the other hand, nothing will be more disturbing to the Tories themselves than having to face their own followers with the inevitable confession that they have surrendered the last vestige of naval supremacy under American pressure.

## IV. Summing It Up

After all, the actual issues at Geneva are relatively insignificant. Nothing could or can be more absurd than attempting to attach real importance to the relative strength of British and American navies. Under no circumstance is it possible that they will be employed against each other. Neither constitutes a challenge to the other and at no point on this globe do American and British interests clash in such fashion that Britain or the United States could or would employ its fleet as a threat.

Geneva is not a conference to promote peace, but to save money. Because the President of the United States quite

naturally desires to save the taxpayers some billions of expense, and to do it in a shining fashion on the edge of a new national campaign, the call for the Geneva Conference was issued. It was purely and simply a question of domestic convenience and consideration. But it had the double advantage that if it succeeded it was a triumph, if it failed the effort would be deemed praiseworthy and responsibility for future expense would be shifted to a foreign country.

But who can fail to see the bitterness of the situation for the British, who are called upon to surrender what little remains of their naval supremacy to make an attrac-

tive campaign issue for an American Administration, and are faced with dire possibilities at home and abroad if their failure to assent leads to American bitterness?

Nor is this bitterness restricted by the fact that nine out of ten Englishmen honestly believe that the whole American naval campaign is without real basis, either in the needs of the United States or in the consciousness of the American people. In principle, at least, Britain is an exposed country and we are not. The safe arrival of food supply is a matter of life and death for the millions within the British Isles. We feed ourselves. The maintenance of communications between Britain and India is the price of imperial greatness, but we have no corresponding need. French and Italian naval strength to-day, German tomorrow, may be a challenge to Britain despite the momentary pause resulting from the war and the Washington Conference. None of these can concern us.

Unquestionably, we are to-day the richest and strongest state in the world. We can, if we choose, build the strongest navy, but for us that navy is a symbol of greatness far more than a necessary weapon of defense. Building it is no more and no less than the exploitation of the victory which was ours in the war. Using the power to build it to limit and restrict British naval power is an act of supreme imperialism, wholly like the British gesture at the moment when the German fleet was rising in the pre-war years.

Washington was a supreme triumph for British diplomacy, because there Britain got everything it wanted, paid little or nothing for it, and put upon the French the responsibility for the failure of the limitation program in the directions which were undesirable for the British. But no material advantage in high policy resulted, for a few months later the United States formally demanded the payment of the war debt, declined to go to the Genoa Conference, and rejected the Balfour note with passionate indignation.

And it was always certain that the United States would not permanently rest on the results of Washington. To please America the British broke with Japan at Washington, as they placated Wilson at the expense of France at Paris. But, at Geneva, France is absent and Japan is supporting the most awkward of all the American proposals. Moreover, even in

the present situation, British policy at Geneva has destroyed all real American sympathy, and the actual outcome, if it be satisfactory to the United States, will be presented as a triumph of American determination over British.

Personally, I confess to a great deal of sympathy with the principle of the British, although not with their method of maintaining it. To my mind, the launching of the United States upon a program of naval equality with the supreme naval power, which is Britain, is an illustration of precisely the spirit which in other nations we scornfully denounce as imperialistic. Neither in American policy nor in American conditions do I see any necessity for such naval strength. Nor do I believe that for the mass of the American people there is any real estimate of actual needs. The issue is purely one of prestige.

Once the issue was raised, however, all British interest was involved in arriving at a prompt settlement. Instead, British diplomacy at Washington out-maneuvred Mr. Hughes, embroiled France, and achieved a diplomatic triumph hardly paralleled in our own times. But nothing could disguise permanently the fact that at Washington, the United States had surrendered all its cards and submitted to a complete and even humiliating defeat. Nor was it ever likely that things would rest there.

When the issue was raised by President Coolidge this spring, the British had an easy way out when France and Italy declined to attend. But, if they decided to attend, then there was no possible way to avoid the ultimate result of actual equality save at the cost of American criticism and possibly American friendship. And all moves which seemed to be aimed at evading equality were bound to have grave repercussions in American opinion, which always had the uncomfortable feeling that at Washington Mr. Hughes had been an unconscious victim.

Unhappily for themselves the British never understood the final American reaction to Washington. They believed that it was a double triumph, a moral and a material success. When it did not bring us to Genoa they were astonished; when it did not lead to our acceptance of the Balfour note, they were astounded. That the results of Washington made a new success at Geneva impossible, they utterly failed to perceive.



# THE AIR MAIL PILOT

LINDBERGH WAS ONE, BUT THERE ARE OTHERS

BY BURT M. McCONNELL

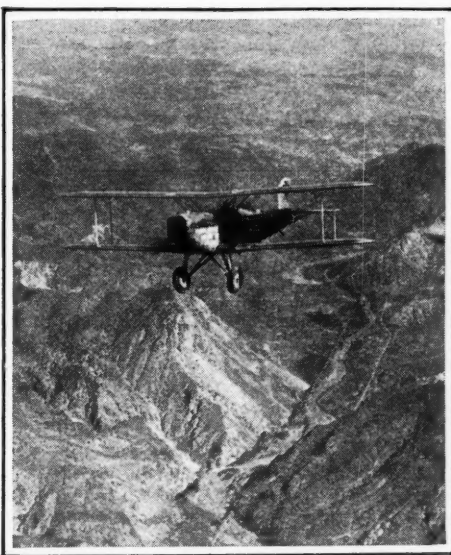
THE next few weeks will witness the passing of a character more picturesque than the cowpuncher—the Government Air Mail pilot. Uncle Sam is going out of the business of carrying mail by air, and is turning over the transcontinental route—the longest regularly operated airway in the world—to the highest bidders. True, the private aerial transportation companies which take over this task must have pilots, and no doubt many in the Air Mail Service will sign up with them. But the glamour that invested the pilots as pioneers of a new method of transportation will pass with the end of government operation. Carrying air mail is now big business; the company which takes over the New York-Chicago route, for example, is capitalized at \$10,000,000.

What sort of men are these sky-riders? Well, those with whom the writer is acquainted would be the first to deny that they are in any way unusual. Yet they fly every day in the year, winter and summer, over mountains, valleys, plains and rivers; through lightning, cyclones, "twisters," sandstorms, snow, hail, rain, sleet, and fog. One of them was the first to fly the Atlantic, and another is about to undertake a flight from New York to Rome. They deny that their job is hazardous; but they undergo hazards often as great as those of aviators at the front during the war.

Perhaps the story that best exemplifies the traditions of the Air Mail Service that is passing is that of Pilots Bishop and Ellis, of the Salt Lake-Rock Springs "leg" on the transcontinental route.

## *An Adventure in a Blizzard*

Late one fall day, Bishop, one of the oldest pilots in point of service, was caught in a blizzard almost fifty miles south of Rock Springs, Wyoming. The sky was thick and overcast, with the wind blowing forty miles an hour. Snow was falling thickly. Bishop could neither see nor make any headway against this Wyoming blizzard. He finally "sat down" on a comparatively smooth plateau, landing without accident, and for approximately an hour kept his engine turning over slowly in the hope that the storm would subside. By that time at least a foot of snow had fallen.



A MAIL PLANE FLYING OVER THE BLACK CANYON, IN NEW MEXICO

Realizing that he must get out of his predicament immediately, if he expected to get out at all, Bishop began charging backward and forward in a straight line with his powerful De Havilland, in an attempt to clear a runway with the "backwash" from the propeller. For an hour he sent his plane at full speed over the surface of the plateau, backward and forward, two hundred yards at a time, in an effort to clear a path ten feet wide. But by the time he had gone to the end of the runway, and turned around, the



**LESTER BISHOP**  
(Forced down in a blizzard)



**ROBERT ELLIS**  
(Who rescued his comrade)

path he had just finished would fill in, and the process had to be repeated all over again.

By this time the snow was two feet in depth, which made it difficult for Bishop to charge up and down the runway. Yet he carried on. When snow had fallen to a depth of three feet, and his Liberty engine could not force the plane through the drifts, the pilot climbed stiffly out of the cockpit, shook himself free of snow, drained off the water from the radiator, covered the mail in the cockpit, and started "mushing" in the direction of the nearest settlement—Lyman, Wyoming.

#### *Down! And Twenty Miles from Help*

Bishop was familiar with the terrain, having flown over it dozens of times. But, being a careful and methodical person, he took along the airplane's compass. He had no emergency rations, for up to that time pilots had not begun to take extra equipment on the Mountain Division. He carried, therefore, neither snowshoes nor rifle. He saw no game. There was no shelter within twenty miles, so far as he knew. But if worse came to worst, he could still return to the machine and start a fire with his batteries and some gasoline.

Soon Bishop was wallowing in snow-drifts higher than his waist. But he waded on, carrying his heavy flying suit, since it seemed certain that he would be compelled to spend the night in the open. With his compass he kept a course toward a farm-house that, he knew, nestled at the foot of a mountain some twenty miles to the westward.

For more than six hours this pilot, who was born on an Iowa farm, and is sturdily built, plunged wearily through the drifts, traveling in that time perhaps ten miles. At this critical point, half-way between the stranded ship, where he could at least build a fire, and the farmhouse where he was sure to find warmth, food, and shelter, Bishop suddenly realized that his fast waning strength was unequal to the task of reaching the one or retreating to the other!

The Air Mail pilot was becoming drowsy, but he struggled onward, still carrying his heavy flying suit. By resting at frequent intervals, Bishop

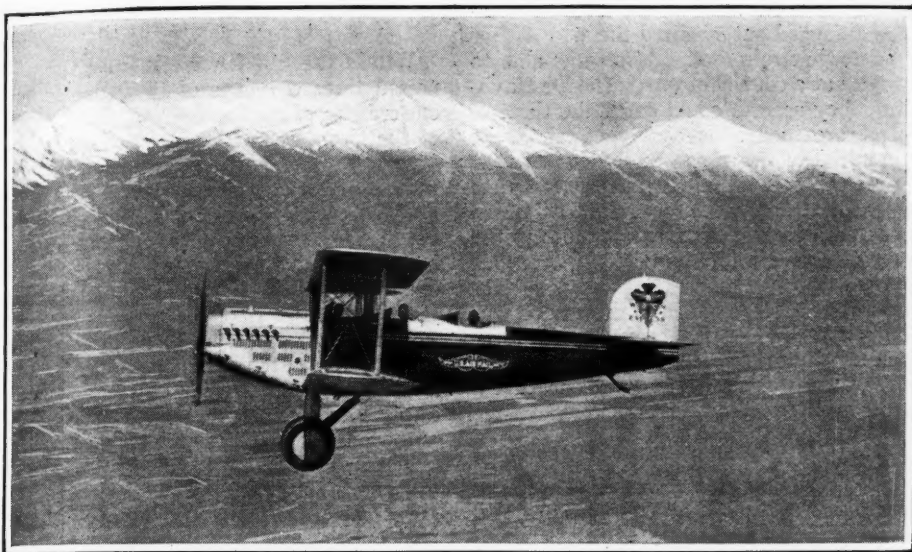
accomplished two more miles in as many hours. But now, after an eight-hour battle with the elements, he was absolutely exhausted and almost in despair. How simple a solution of the problem, he thought, merely to lie down and go to sleep! But there remained the mail; it must go on. And his ship must be salvaged.

#### *Exhausted, the Pilot Faces Death*

Just as Bishop took a fresh grip on himself, he heard, above the whistling of the wind, the familiar drone of a Liberty motor. Glancing up, and almost unwilling to believe his eyes, the weary pilot saw a De Havilland flying above him. A miracle had happened! One of the "boys" at Salt Lake or Rock Springs, he concluded, had learned that he was missing, and was in search of him. Bishop frantically waved his flying suit, but despite his frenzied efforts to attract the other pilot's attention, the plane passed a thousand feet above him without even a signal. Within a few minutes it had passed from the exhausted man's sight.

Bishop now gave up hope. Was he to die almost within sight of the farmhouse? It had stopped snowing, but a moderate gale still howled out of the Southwest. He sat down to rest and think things over.

The pilot, at this point, was on a "hog-back" from which most of the snow had drifted. He sat there for perhaps an hour, completely worn out. As he finally staggered to his feet, determined to make those eight miles through the drifts, another miracle came to pass; a miracle to stir one's



ONE OF THE NEWER PLANES OF THE AIR-MAIL SERVICE, IN FLIGHT OVER THE SNOW-CAPPED ROCKY MOUNTAINS NEAR SALT LAKE CITY

blood. It was this: "Bob" Ellis, Bishop's companion on the Salt Lake-Rock Springs "leg," had seen the stalled machine as he flew in the opposite direction from Bishop's route. This, in itself, was remarkable on such a stormy day. Ellis had noted, however, that the engine was running, and had therefore concluded that Bishop was not in any difficulty. It was still snowing, but the wind that had forced Bishop down was carrying him along at more than two miles a minute. Anxious to deliver the mail on time, Ellis flew on to the Wyoming Air Mail field. There he learned by wireless that Bishop had not reached Salt Lake.

#### *Searching for a Lost Comrade*

Weary from his battle with the storm, Ellis nevertheless sought and obtained from the Division Superintendent permission to retrace his flight to the spot where he had seen Bishop's machine on the ground. Taking a mechanic with him, Ellis set out in the face of a forty-mile wind. It was his job to find among a thousand hills a stalled plane and its helpless pilot.

When I remarked to Ellis at Salt Lake, after I had obtained the story of the rescue from other sources, that he had "done a mighty fine thing" in searching for Bishop in that blizzard, he replied, with a shrug of his shoulders: "Oh, that's nothing. Bishop or any other Air Mail pilot would do the

same thing for me. Any one of us is likely to get in a jam. It's then up to the other fellows to get him out of it." This, incidentally, is the code of those who go down to the sea in ships.

To return to the flight over the Bad Lands of Utah and Wyoming: In less than an hour, Ellis and his mechanic sighted Bishop's machine, half buried in the snow. There was, of course, no sign of the pilot. Moreover, his trail had been blotted out by the drifting snow. Ellis, flying low and in wide circles about the stalled machine, making observations and hoping to attract Bishop's attention if he were in the cockpit, reached the conclusion that Bishop had set out afoot over the mountains. Which way? Ellis asked himself what *he* would do in a similar emergency. He would make for the farmhouse, even though it were twenty miles distant.

With an Air Mail pilot, to decide is to act. Within fifteen minutes Ellis, flying only a hundred feet above the snow-covered hills, had "picked up" a floundering figure halfway between the stalled machine and the farmhouse. Choosing his way carefully, in order not to break the undercarriage of his plane and thus leave all three of them at the mercy of the storm, Ellis and his mechanic landed near their exhausted comrade. They took from the machine the coffee and sandwiches they had brought, and lurched

through the snow to where Bishop, completely fagged out, awaited them.

Somewhat refreshed, Bishop was able to "sit in" at a council of war. The De Havilland, they agreed, could carry the three of them, provided Ellis could get it off the ground. But the snow was so deep that for a time this seemed impossible. It was then agreed that they would taxi the machine to a comparatively clear spot six miles to the westward, from which to take off. For four miles, with each mile eating up his scanty supply of fuel, Ellis churned his way through the drifts. While Bishop huddled in the cockpit, the mechanic, comparatively fresh and warmly clothed, clung to one of the struts and rode a lower wing.

#### *Completing an Airplane Rescue*

Ellis, realizing that his gasoline was getting dangerously low, finally suggested that Bishop, who had recuperated somewhat by this time, undertake, with the aid of the mechanic, to reach the farmhouse, now some four miles away. Ellis, meanwhile, would fly back to Rock Springs, report Bishop's safety, and return to the farmhouse with plenty of fuel in his tank. But when Ellis, once in the air, saw Bishop's faltering footsteps, and realized that he was physically unable to negotiate the four miles, even though food and shelter lay at the end of the trail, he swooped downward, landed near the struggling pair, helped to get them on board, and swore that he would get the ship off the ground with the three of them, or "bust her up."

Finding a ridge almost free from snow, Ellis, with his engine racing faster than it ever had before; with his plane reeling drunkenly through drifts and over entangling sagebrush, succeeded, after swaying and dipping for two hundred yards, in getting into the air. Little by little, an inch at a time, then a foot, facing into the wind and utilizing its velocity to rise above the jagged pinnacles of rock, he climbed to a height of twenty feet, then a hundred. Then, with the wind at his back, he headed for Rock Springs. In half an hour Bishop was tucked into a warm bed and Ellis was receiving the congratulations of the Division Superintendent—by wireless. Within a few hours the mail in Bishop's machine had been picked up and forwarded to its destination, and in less than a week the machine itself had been recovered and the pilot himself was back on the job.

#### *A Dependable Daily Mail Service*

Within the last few weeks we have witnessed three crossings of the Atlantic and one crossing of the Pacific by airplane. Some of the flyers waited longer than others for favorable weather conditions—but they all waited. And they should have. But while they were waiting for reports covering the entire route between New York and Paris, fifty Air Mail planes were taking the air daily and nightly at various points in the United States. In the six weeks between the Lindbergh and Byrd flights, these pilots flew approximately 750,000 miles, by day and by night, in a dozen different types of airplane, without a serious accident and without the loss of a single pound of mail.

These are not invidious comparisons; they are merely statements of fact. These pilots, government and privately employed, simply could not afford to wait for good weather. The mail must go on. They had no \$25,000 prizes dangled before their eyes; their machines were not equipped with the latest compass and radio inventions. These instruments would displace too much "payload." They could not sell the stories of their flights to the newspapers, much less "make" the front page. Carrying air mail is no longer "news"; it has reached the stage where it is as dependable as the 5:15 from the Union Station.

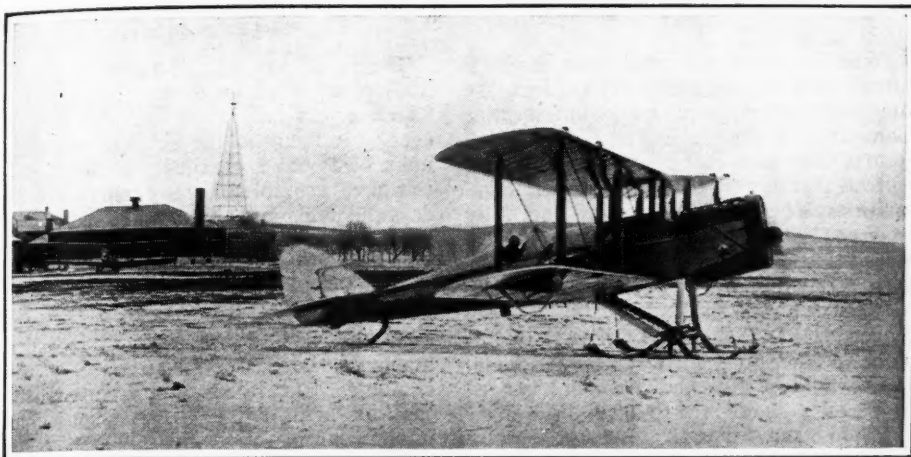
Most Air Mail pilots received their training before or during the war; Lindbergh is one of the exceptions. Many of them, Lindbergh included, are in the Army Air Corps Reserve.

#### *One Death per Million Miles Flown*

The Air Mail Service, by its pioneering work, has advanced civil aviation in this country by at least ten years. It has demonstrated the reliability of air transportation on a regular schedule over long distances. No other nation carries as much mail and express by air. Furthermore, European air lines are heavily subsidized.

The transcontinental airway between New York City and San Francisco is 2,660 miles long, of which the 2,045 between the eastern terminus and Salt Lake City are equipped for night-flying service. Last year government Air Mail planes flew 2,583,056 miles over this route—nearly a million of them at night, although five years ago night flying was unheard-of in this country. These machines carried a total of 17,345,960 let-





SKIS ARE USED IN THE AIR MAIL SERVICE TO PERMIT LANDING ON SNOW

(With its mail, and necessary supplies of gasoline, oil, and water, the plane often weighs as much as 4,800 pounds)

ters, according to the Aeronautical Chamber of Commerce. Throughout the twelve months, which included some of the worst blizzards in history, their aggregate performance was 93.46 per cent. perfect. There were two fatal accidents—less than one death per million miles flown. In 1926 there was one fatality for every 1,928,000 freight-train miles covered on American railroads.

Air transport companies operating 4,759 miles of feeder lines for the transcontinental route, flew a total of 2,086,395 miles last year, carrying 7,651 passengers and almost two million pounds of mail, freight, and express—all without accident. The largest of these companies, the National Air Transport, headed by former Second Assistant Postmaster General Henderson, has covered more than 900,000 miles. The record of the Western Air Express over the route between Salt Lake City and Los Angeles was over 99 per cent. perfect for the year, despite the fact that this route, 589 miles in length, is over deserts and mountains.

#### *From Government to Private Operation*

On July 1, 1927, that part of the transcontinental route lying between Chicago and San Francisco, 1,895 miles apart, was taken over by the Boeing Airplane Co., of Seattle, Wash. On August 15, the eastern section of the route, between New York and Chicago, 717 miles, including the over-night service between these two cities, will be handed over to the National Air Transport. There will be two trips each way daily, one

night and one day. When this company starts operations under its new contracts with the American Railway Express Co. and the Post Office Department, its planes will fly (between New York, Chicago, Kansas City, Fort Worth, and Dallas) approximately 5,000 miles a day—more than the machines of any other company in the world.

Another route, which has just celebrated its first birthday anniversary, is that between New York and Boston. The Colonial Air Transport, which operates this 220-mile feeder of the transcontinental line, has a record of 130,000 miles flown in the first year, without loss of a single piece of mail.

Other contract routes lie between Chicago and St. Louis, 277 miles; Chicago—Dallas, 995 miles; Detroit—Cleveland, 148; Pasco, Wash.—Elko, Nev., 424; Detroit—Chicago, 278; Seattle—Los Angeles, 1,073; Chicago—Minneapolis-St. Paul, 384; Cheyenne—Pueblo, 200; Seattle—Victoria, 78; New Orleans—Pilotown, 80; New York—Atlanta, 744; and Detroit—Grand Rapids, 140 miles.

The routes not yet in operation, but on which the Post Office has invited bids, are those between Cleveland and Pittsburgh; Atlanta—Miami; Cleveland—Louisville; Albany—Cleveland; Dallas—Galveston; Dallas—San Antonio, with a proviso that this may be extended to the Mexican border; and Key West—Havana. The new rate of 10 cents per half ounce, which replaces the zoning system, is expected to bring about a marked increase in the use of the Air Mail.

*Crossing the Continent in Thirty Hours*

Once the transcontinental route has been turned over to the successful bidders, the Air Mail field equipment and buildings at Cleveland, Chicago, Iowa City, North Platte, Cheyenne, Salt Lake City, and Elko will be transferred to the various municipalities. There are 18 regular and fully equipped landing fields in this stretch of 2,669 miles, and 92 emergency landing fields, with caretakers in charge. Delivery time between the Atlantic and Pacific has been reduced from 100 hours by rail to 30 by airplane. When the entire transcontinental route is lighted, the schedule can be arranged to permit the departure from both New York and San Francisco after the close of the business day, instead of in the morning, as at present, with the loss of but one business day between the Atlantic and Pacific coasts. The lighted airway will be taken over and operated by the Department of Commerce for the benefit of commercial aviation generally.

Thus will end a nine-year experiment in the promotion of commercial aviation, carried on in accordance with the American tradition, which is not in favor of subsidies, but approves expenditure of government money in fields which private enterprise is not yet ready to enter. It has cost the government more than \$15,000,000, of which less than half, it is estimated, has been returned through the usual postal charges. From the standpoint of accomplishment, however, the experiment has been a success, although, since 1918, there have been 31 fatal crashes—an average of one death per half million miles of flying.

Now that the Post Office Department is about to turn over the transcontinental route to private contractors, the Air Mail Service, as such, must soon pass into history. The pilots will have the choice of becoming individual employees of the commercial air transport companies or starting out on their own. Few of them will retire from the flying game, for it is in their blood. Heretofore they have been the highest paid aviators in the world; until our Senators and Congressmen boosted their own salaries, it is safe to say that the average Air Mail pilot received more money for his year's labors than a national lawmaker at Washington. One or two of them, in fact, are said to have earned as much as \$12,000 a year, although they are, of course, exceptions.

*The Mail Pilot and His Job*

The basic pay of the Government Air Mail pilot, when he enters the service, is \$2,800 a year, and this is increased \$100 for every 500 hours in the air until the maximum of \$3,800 is reached. In addition to this pay, the pilot receives 5 cents a mile for daytime flying and 10 cents a mile for night flying. Thus one of them who flies 200 miles a night, for example, may earn three or four times his base pay. And he *earns* it; make no mistake about that. For what is called extra-hazardous flying, such as that over mountain ranges, the pilot receives 7 cents a mile for day flying, and exactly double that for night flying. It is among these intrepid airmen that the pilots with the income of a Cabinet Officer are found. It was in this region that a severe and long continued blizzard blocked roads, stalled trains and automobiles, and broke electric power wires and telephone lines with an accumulation of snow and sleet last February. In the newspaper dispatches of those hectic days occurred, on more than one occasion, this significant line: "Only the Air Mail planes came through."

Some of the Air Mail pilots now in active service have flown a distance equivalent to fifteen or sixteen times around the world. By the time this article is published, such pilots as "Slim" Lewis and Wesley L. Smith, who "flew" the writer to Chicago one October day, already have flown more than 350,000 miles; others who have bettered this figure are Allison, Chandler, Mouton, Murray, Hopson, Ellis, Knight, Lee, Williams, and Yager. The outstanding performance among government pilots last year was that of Shirley J. Short, who flew approximately 71,000 miles, in all sorts of weather, without serious mishap. It should be added that some 32,000 miles were flown at night. Short flew 215,000 miles between July 1, 1923, and November 30, 1926, and in March of this year was awarded the Harmon Trophy for having done most during the year to demonstrate the reliability of the airplane as a means of transportation.

Another extraordinary record is that of Maurice Graham, of the Western Air Express, flying between Salt Lake City and Los Angeles. Captain Graham is credited with flying 125,000 miles in thirteen months without once being late on the 589-mile route, which lies over deserts and mountains. In all that time he was never forced

down by engine trouble, nor did he fail to make a scheduled trip, no matter what the weather conditions happened to be. This is a remarkable performance, when one recalls the February blizzard that swept over that section of the country.

### *Weather the Only Obstacle*

It is usually the weather that complicates matters in the Air Mail Service, particularly in the Rocky Mountain region. Take, for example, the Bad Lands of Utah and Wyoming, an almost unpopulated stretch of barren and chaotic ridges, more than 10,000 feet above sea level. There have been so many forced landings in this territory, with Salt Lake at one end and Rock Springs, Wyo., at the other, that a rifle, snowshoes, emergency rations, cooking apparatus, and tools now form part of each pilot's equipment. Fog, thick and impenetrable—the same sort of “pea soup” that prevented Commander Byrd from landing at Le Bourget—is frequently experienced in this locality, while the wind sometimes blows with hurricane force, sometimes actually compelling a sturdy De Havilland airplane, with its powerful Liberty engine, to “stand still” in the sky. But Air Mail pilots consider negotiation of this difficult stretch merely a part of the day's work.

Bishop's rescue in the blizzard is but one story of adventure in the Air Mail Service. Scores are filed away in the office of Second Assistant Postmaster General Glover at Washington. Usually they are perfunctory typewritten reports, rarely covering more than a single sheet. For with an Air Mail pilot, modesty amounts to an obsession.



**THE HIGHEST BEACON LIGHT IN THE WORLD**

(To guide the night fliers over the Rocky Mountains. It is located on Sherman Hill, between Cheyenne and Laramie, Wyo., 8600 feet above sea level. The searchlight beam from the beacons can be seen for a hundred miles on clear nights)

From what I have seen of them—and I have been over the transcontinental route, from New York to San Francisco—they are a quiet, efficient, hardy, intrepid, expert, and altogether likeable group of young men. The next few weeks will witness their passing, but there is every reason to believe that those who join the flying forces of the air transport companies will continue to live up to the motto from Herodotus which is carved above the portal of the New York City Post Office:

*“Neither snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds.”*



# THE HERO OF ALL OCEAN FLIGHTS

THE STORY OF AN AIRPLANE ENGINE

BY JOSEPH TRACY HARTSON

AMERICAN aviation owes an immeasurable debt to Lindbergh, Chamberlin, Byrd and his companions, Maitland and Hegenberger, and Smith and Bronte—the men who flew from the borders of the United States to Paris, Germany, and the Hawaiian Islands. Yet behind them all stands an unsung hero of aluminum and steel and wire.

This inanimate hero, the Wright "Whirlwind" engine, was used by all the American trans-ocean fliers. While their selection of airplanes varied, all placed their faith in this source of power, and their confidence was justified. As Commander Byrd said after his forty-three hours in the air over the Atlantic and in the fog over France:

"One thing stands out about the flight, and that is the behavior of our motors.

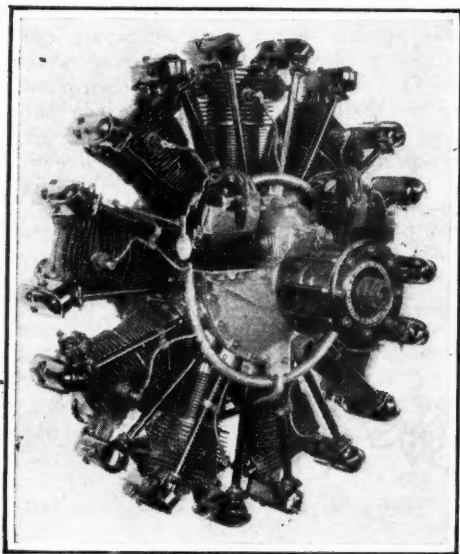
They worked perfectly all the time, and never once showed the slightest error or failure."

The other pilots all had a good word for this motor, which is the product of American engineers. Its history really begins with the home-made power plant which carried the Wright Brothers on their first flights at Kitty Hawk, North Carolina, during December, 1903. Their experiments with gliding flight—using the force of gravity for power—were suspended while they diverted attention to building an engine. Just as the automobile was forced to await development of the internal combustion engine, so flying awaited the development of an internal combustion engine of light weight. Since the early automobile engines were water cooled, it was logical for the Wright Brothers also to build a water-cooled engine. So it was that man's first controlled flight was made with a four-cylinder water-cooled engine built at home by Wilbur and Orville Wright.

Their motor formed the basis for all aeronautical experiments both in the United States and abroad for a number of years, but the crudity of the unit itself encouraged other experiments directed toward more suitable power plants.

There are two practical means of dissipating the heat of combustion from a gasoline engine. First, by a jacket of water surrounding the cylinders, and second, by fins on the cylinders, which transfer the heat directly to the air. The water-cooled type involves use of a quantity of water flowing through the jackets, which in turn is cooled by air flowing through a radiator. The air-cooled type eliminates the weight of the water, the radiator and the plumbing, and is less liable to damage and failure.

The World War forced all forms of aeronautical development. The need for



THE MOTOR

(This air-cooled, 220 H.P. engine was used by Lindbergh, and on all other flights across Atlantic and Pacific)



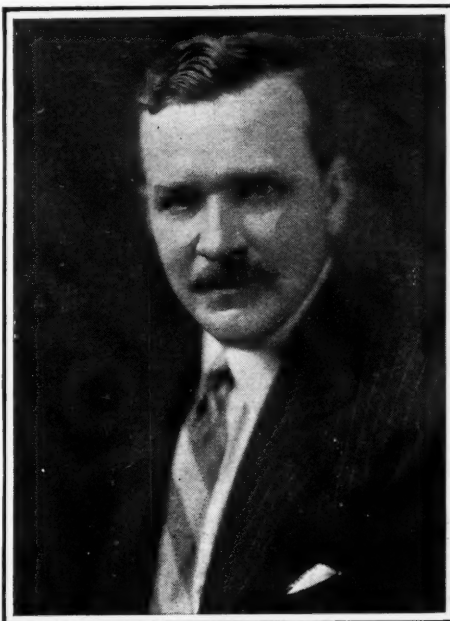
fighting aircraft was quickly recognized by all belligerent nations, and again the most satisfactory practice of the automobile industry was taken as the basis of aviation engine development. Although considerable experimental work with air cooling had been done abroad, it was rapidly discarded in favor of the more thoroughly known water-cooled engine.

In the United States engine development had followed about the same lines. With the start of the war American engine-builders undertook to manufacture the most successful foreign engines, using American quantity production methods. But in 1917 the Liberty engine was designed, in an effort to eliminate many difficulties attending the adaption of foreign practice to American methods. It was a splendid engine for its day, and met our war needs. Thus the coming of peace saw aviation almost entirely dependent on water-cooled engines, both here and abroad.

One man interested in the future of aviation, however, had set himself to the task of perfecting an air-cooled engine. Early in 1916 Mr. Charles Lanier Lawrance, an engineer, began the development which has led to the motor used on the ocean flights. Mr. Lawrance first built a two-cylinder air-cooled engine which developed—after discouraging failures and delays—28 horsepower. But the engine did function and the air did cool the cylinders. Those were the principles for which he was working. A second design, based on the first, was then worked out. Skeptics, however, remarked that air cooling might be satisfactory for low powers, but could never work in higher powers. So Mr. Lawrance started the construction of a three-cylinder radial engine to give an output of 60 horse-power. This engine also performed well after the usual difficulties were overcome, and like its predecessors was tested in flight as well as in the laboratory.

Mr. Lawrance's development began to attract attention, and the United States Army and Navy Air Services encouraged his efforts by giving experimental contracts. Nevertheless Mr. Lawrance was almost alone in his idea that air cooling would be successful in high powers, that is, engines producing from 150 to 200 horse-power.

The limited funds available for engine development by the Government services made those in charge of its expenditures hesitate to invest it in what was considered



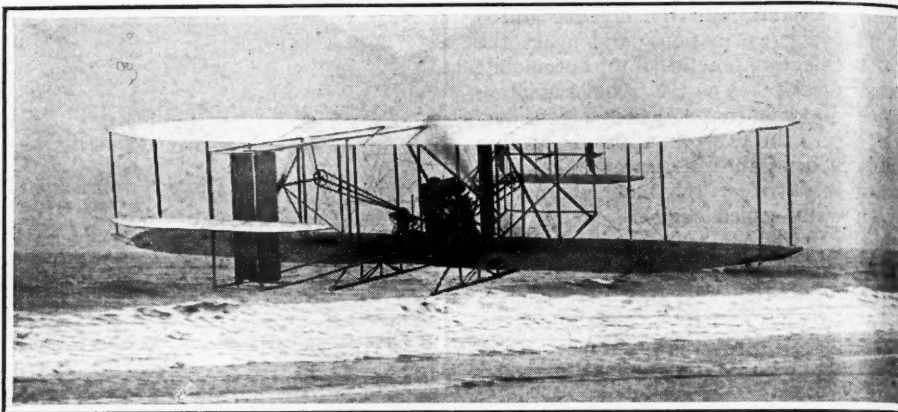
THE DESIGNER

(Mr. Charles Lanier Lawrance, whose early experiments and faith in the principle of air cooling made possible the Wright "Whirlwind" engine of to-day)

a questionable undertaking. However, after drawing his basic design and submitting it to the Army and Navy, Mr. Lawrance was awarded experimental development contracts from both the Army and Navy for nine-cylinder, fixed radial air-cooled engines of 140 and 200 horse-power respectively. These contracts were awarded in 1920, and it was over a year and a half later that the engines succeeded in passing the fifty-hour acceptance tests which made them eligible for service with the fighting forces of the United States.

The success of the Navy engine led the officers in charge of Naval Aviation to order a quantity of these engines, thereby making the further development of the type financially possible. At the same time the Army was carrying on extensive experiments at its aviation engineering laboratories at McCook Field in Dayton, Ohio. These experiments in details of design and in metallurgical research brought many valuable contributions which were later adopted as preferred practice in air-cooled design.

In 1922 Mr. Lawrance joined the Wright Aeronautical Corporation, a company which had been active in designing and building aviation engines for a number of years.



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#### AN EARLY WRIGHT BIPLANE IN FLIGHT

(The Wright "Whirlwind" motor, used in all the transoceanic flights, is the culmination of a development that began with the Wright Brothers' first experiments in light-weight gasoline motors)

It was at this time that the engine developed by Mr. Lawrance for the Navy became the Wright "Whirlwind" engine. It is an interesting fact that the design of the engine as laid down during the fall of 1919 has never been changed in any major feature. All parts have been improved, but only in details.

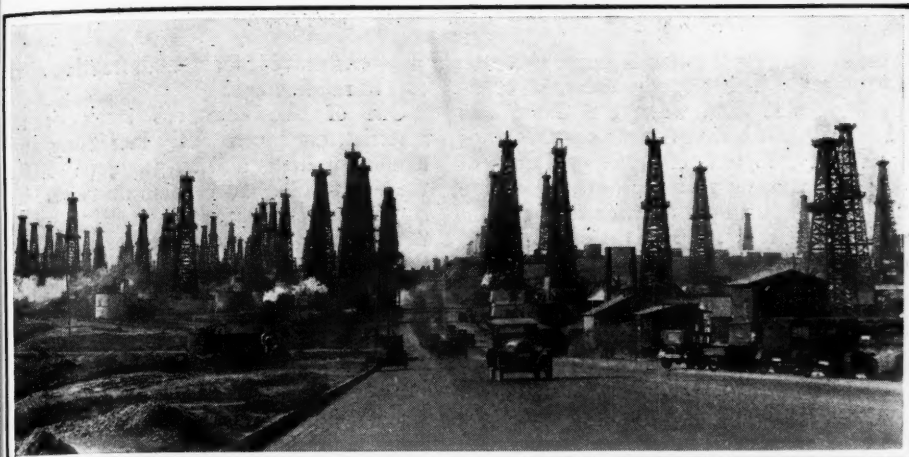
The Naval aviation service now became a proving ground for the air-cooled engine. These motors were placed in the regular Naval Service in all parts of the world, where varying climatic conditions, and varying maintenance personnel developed minor weaknesses. A careful record was made of these service-developed failures, and steps were taken to eliminate them in the succeeding model. In this way seven successive engines were produced, each based on the experience gained from its predecessors. The Naval proving ground helped greatly, so that in the fall of 1925 the engine was ready for commercial service.

The model used in the five trans-oceanic flights is the latest of this series. It incorporates improvements in fuel distribution,

gasoline and oil economy, ease of maintenance and above all, durability, to a degree unknown before. The flights of Chamberlin and Acosta, in establishing a new world's endurance record, of Lindbergh in his flight from New York to Paris, of Chamberlin and Levine from New York to Germany, of the army and civilian fliers from San Francisco to Hawaii, and of Byrd and his companions from New York to Ver-sur-Mer, France, all demonstrate this.

But engine development is not yet completed. Mr. Lawrance and the engineers of the Wright Aeronautical Corporation are already well along toward the next experimental engine. This new engine, whose production may not be finished for a year or two, will again be based on the service experience of its older mates. It will again be an attempt to improve details and reduce cost with the unvarying watchword of "more power with less weight." For as an aviation authority said some years ago, "Commercial aviation will advance only as rapidly as the development of aircraft power plants."





Photograph by Ewing Galloway

**SIGNAL HILL, NEAR LOS ANGELES, ONE OF THE RICHEST OIL FIELDS IN THE WORLD**

(California, until the recent astonishing developments in Oklahoma, produced more crude petroleum than any other State, its oil boom of the past decade rivaling the "gold rush" in economic importance and in dramatic appeal)

# OIL: THE NEW INDUSTRIAL GIANT

BY JUDSON C. WELLIVER

**D**AY before yesterday Britain was the great industrial country, largely because of coal. But the world has passed on from coal to petroleum; and America has the petroleum.

Perhaps no present-day industry is more characteristically American than that of petroleum. Over 70 per cent. of the world's petroleum industry is in this country. Among American industries, it rates second only to agriculture. Roundly \$11,000,000,000 is invested in it—more than twice as much as is claimed for the steel industry, and about half the valuation conceded to railroads.

Almost nobody, even of people who have spent their lives in it, realizes how stupendous this business is, nor at what an amazing rate it has expanded these last few years. Of all car-load freight tonnage of manufactured products handled by American railroads, more than one-sixth is "refined petroleum and its products." Petroleum products moved by rail are more than twice any other group of manufactures; 150,000 industry-owned tank cars are required to move in bulk the liquid products of petroleum, besides tens of thousands of ordinary freight cars which are used to

transport package shipments and the non-liquid products.

Besides furnishing this huge railroad tonnage, the industry is by far the greatest patron of the Panama Canal. It has put the Canal on the map, made it earn profits where otherwise would have been deficits.

And in addition to dealing thus generously with the railroads and the Canal, the industry requires the services of a transportation system all its own, comprising 90,000 miles of pipe-line, which transport for it a tonnage of crude petroleum that is more than half the tonnage of all freight moved by all the railroads of France!

The United States produces and uses the big end of all the mechanical power of the world; and more than half of the 800,000,000 horse-power used in this country is derived from petroleum.

Consider for a moment what these statements imply. When Roosevelt started building the Panama Canal, nobody believed it would pay for generations. Now, though it has been in operation barely over a decade, it pays interest on investment, operating expenses, and turns millions of dollars of annual profit into the Treasury.

This astonishing showing is largely due to petroleum, which nobody dreamed of as an important item when the Canal was building. But last year 1262 oil-tank ships with 7,117,408 tons of cargo paid tolls of \$6,447,399.40, or 28.2 per cent. of all the net tonnage; 26.9 per cent. of all tolls.

#### *Vast Freight Movement of Oil*

When Panama was yet only a vision, the railroads opposed it because they feared it would deprive them of an enormous tonnage. Instead, it has been a large factor in giving them their business of distributing petroleum products. And this freight-tonnage story does not end here, for there is still the huge volume handled by the "underground railroad" system—the pipe-lines. The 90,000 miles of these carry their streams of oil half-way across the continent. They gather it from the wells of Oklahoma, Kansas, Wyoming—everywhere—and bring it to the refineries of the Great Lakes area and the Atlantic seaboard. This pipe-line system is the most economical land transport method ever devised, yet it is well-nigh unknown to most people.

Petroleum is produced in twenty States and the territory of Alaska. In addition, considerable importations of it come from Mexico, Colombia, Venezuela, and Peru. It is refined in thirty States. There are more States that have a significant share in the petroleum industry than there are cotton States, or wheat States, or corn States, or steel States, or textile States. Every year the industry spreads to new areas, opens new resources. From 1900 to 1925 petroleum production multiplied by 11.8. In that same period, pig-iron multiplied by 2.67; bituminous coal, by 2.4; copper by 2.7; steel by 2.4; lead by 2.4; silver by 1.28. Corn increased a little less than one-sixth, wheat nearly one-eighth, cotton nearly three-fourths.

#### *Overproduction Depresses Prices*

To-day the petroleum industry is in exactly the same boat as agriculture: too generous production of crude oil is seriously depressing prices. Within the last half year, new high records have been made repeatedly. About 2,500,000 barrels are now being taken from the ground every twenty-four hours. If it all had to be moved by rail, 10,000 tank cars would be loaded daily, and before a month there would be complete paralysis of the transportation system. The

pipe-lines move it for a small fraction of the cost of rail haulage.

Out of this enormous stock of raw material, come constantly increasing numbers of products and by-products. Before the automobile had become universal, just about half the barrel of crude petroleum was turned into kerosene. To-day, less than one-tenth becomes kerosene. On the other hand, at the earlier period, less than one-tenth was turned into gasoline; to-day, more than one-third is. At the beginning of the century, about one-eighth was consumed as fuel or in making illuminating gas; to-day, about half goes to these purposes: lighting our cities, making power for railroads, steamships, and industry, heating our homes.

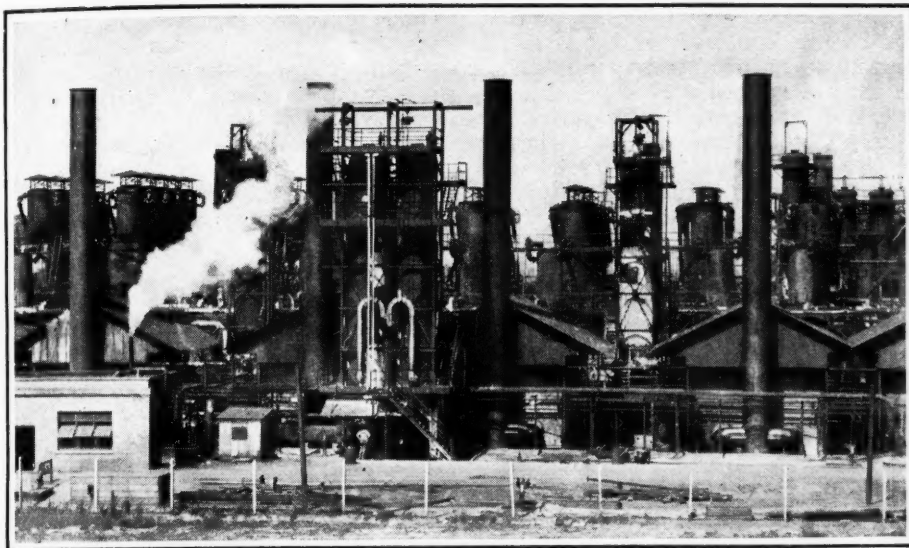
Oil consumption for maritime power has been a serious factor in causing depression in the British coal trade. Oil bunkering stations for ships are now scattered all over the world, and steamships "fill 'er up" with oil where formerly they took on coal—chiefly British coal. All the navies now use oil fuel. The better part of all shipping now building will get its power from oil.

#### *Evolution of Modern Oil Industry*

The modern petroleum industry began in 1859, when Drake drilled the first oil well in Pennsylvania. People commonly say Drake "discovered" petroleum, but in fact he merely discovered how to get it cheaply and in quantities, by boring. Before Drake's time, kerosene had been refined, kerosene lamps had been invented, and fortunes had been made from it. But the kerosene of those days was distilled from coal or shales, or from the skimmings of oil springs. There were half a hundred refineries before the Drake well was drilled. Pittsburgh seriously considered lighting its streets with kerosene thirty years earlier. Drake merely brought enlargement of the supply, and set men finding means to utilize it.

At first they distilled kerosene from the petroleum, for illumination. This process left a considerable share of gasoline, explosive and dangerous. For many years gasoline was a great nuisance; but finally came the internal-combustion engine, in which a little gasoline vapor mixed with fourteen or fifteen times as much air, would produce an explosion that, at the head of a piston, would run an engine most cheaply. Presently somebody hitched one of these engines to a vehicle—the beginning of the automobile.





#### WHERE GASOLINE IS MADE

(A section of a refinery at Baton Rouge, Louisiana, which has become an important oil port. This photograph shows only a small fraction of an enormous plant characteristic of the industry)

Since then pretty nearly everybody has been hitching gasoline engines to vehicles.

The Wright brothers coupled one to a pair of wings, and made an airplane. Then it was found that the combination of storage batteries and internal-combustion engines produced exactly the right power for submarines. Somebody else noted that petroleum was more effective fuel, under the boilers of locomotives and steamships, than coal. Less spectacular discoveries created a thousand other demands upon petroleum products. And so the Age of Petroleum was inaugurated, and all the world went hunting for this most prized and mysterious of its resources.

It is not easy to picture the expansion of the industry in very recent years. A. C. Bedford, when chairman of the board of the Standard Oil Company of New Jersey, placed the investment in the entire industry in 1906 at \$750,000,000, probably rather a low figure. At that time the Standard group was somewhat less than half. In 1911, when the Standard holding company was dissolved by judicial decree, the combined Standard Companies were valued at about \$650,000,000, other refining interests at about \$150,000,000, and producing properties were calculated to be worth around \$1,250,000,000 more. That made a valuation for the entire industry of

\$2,050,000,000. Estimates have ranged from this figure up to \$2,750,000,000.

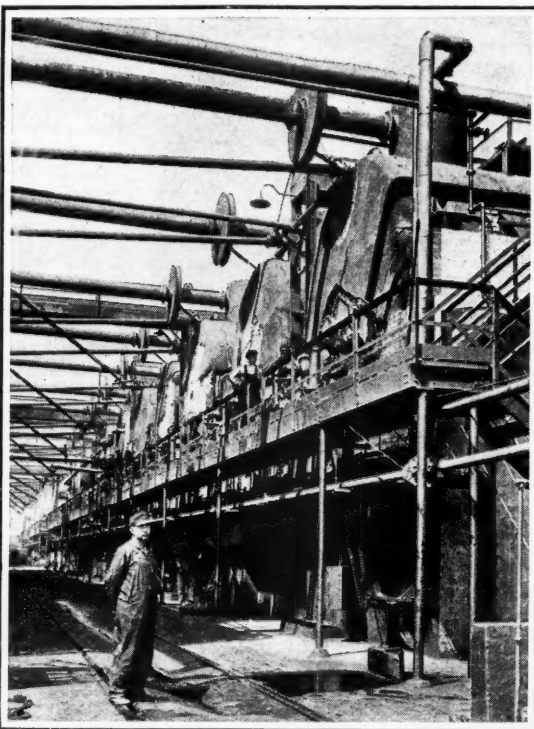
Present investment, calculated from published reports and general statistical information, is estimated by competent authorities around \$11,000,000,000. In making this figure, the thirty-four companies which comprised the old Standard Oil system before the dissolution, are put down at \$3,500,000,000; petroleum-producing properties at \$3,750,000,000; and the remainder, \$3,750,000,000, is assigned to the hundreds of companies, great and small, which grew up independently of the Standard group and never were associated with it.

During the twenty years just passed, which have marked the most spectacularly rapid development of the industry, there has been a continuous decentralization of control. The Bureau of Mines statistics show that in 1904 the Standard group of companies controlled 84 per cent. of the refining capacity of the country, leaving only 16 per cent. to the independents. Following the Standard's dissolution, the independents expanded rapidly. At the beginning of 1918 the companies of the old Standard group were credited with only 42 per cent. of refining capacity, the independents with 58. By 1920 the division was, Standard group 38 per cent.; independents 62 per cent. At the end of 1924

the Standard was credited with 33 per cent., the independents with 67 per cent. At present the Standard group controls about 31 and the independents 69 per cent.

In 1925 and 1926, the companies comprising the old Standard group, taken together, earned about 10 per cent. on the valuation here attributed to them. If this be representative of the entire industry, it is low by comparison with other great producing and manufacturing businesses.

There are no satisfactory data on the number of people in the industry; it has grown too fast. One company which does about 10 per cent. of the entire business has roundly 110,000 officials and employees, and this is believed to be about the ratio, indicating a total of 1,100,000. To this must be added operators of filling stations, of which the number is harder to estimate, but is placed conservatively around 225,000. Finally, stock-and-bond-holders, owners of royalties, etc., are estimated at 1,500,000.



Photograph by Ewing Galloway

**GASOLINE STILLS ON THE INDIANA SHORE OF LAKE MICHIGAN, THE NORTHERN END OF THE PIPE LINE FROM OKLAHOMA AND TEXAS**

(Here the crude product becomes gasoline, kerosene, fuel oil, lubricating oil, etc.)

Owing to constant improvements, the workers tend to grow fewer in proportion to output. The great number of investors and royalty owners make the industry an exceptionally wide distributor of incomes. One-eighth of the crude oil goes as royalty to the land-owner; last year, royalty oil was about 90,000,000 barrels, worth \$1.68 per barrel. All oil produced, 775,000,000 barrels, was worth at the wells \$1,302,000,000.

#### *Over 300,000 Wells Produce the Oil*

The continuing basis of oil supply is represented by rather more than 300,000 wells, mostly producing from a fraction of a barrel to a few barrels daily. Pennsylvania has one-fourth of the wells, but produces less than 2 per cent. of the oil. California, with 4 per cent. of the wells, got almost 30 per cent. of the oil in 1926. Oklahoma produced almost one-fourth of the oil, from one-fifth of the wells; Texas, with 8 per cent. of the wells, got 21 per cent. of the oil. Half of the oil comes from 6,900 wells; the other half, from 304,000 wells.

Any day may discover a new field which may produce so heavily as to swamp the market. That has happened in the last few months. It was stated recently that the whole price structure of the business had been upset by the huge flush production of 330 wells in two fields. Overproduction of petroleum did to prices precisely what overproduction of cotton, about the same time, did to cotton prices. Yet, a new oil field being opened, it must be drilled up as fast as possible; each parcel of land must be drilled to assure its owner his share of the oil. It is one result of unrestricted competition. Government agencies and industry leaders are seeking to correct it without countenancing illegal combinations. It is one big problem before the Federal Oil Conservation Board and the American Petroleum Institute.

The "wildcatter," that engaging and romantic pioneer who goes about boring holes in the hope of striking it rich in a new spot, is at once the reliance and the menace of the industry. If he finds too much oil, he drowns the whole economic fabric. But if he has a long dry spell, the supply is liable

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to fall too low. He must be kept busy, but not too busy. Everybody wants him to do well—but if he does too well, he wrecks the works. It is calculated that in about twelve years, \$700,000,000 was spent drilling dry holes, and \$500,000,000 more was lost in wells that produced so little as to turn in heavy deficits. Nowadays wells a mile deep are not remarkable; some have exceeded a mile and a half and cost far above \$150,000. The original Drake well was only sixty-nine feet deep! In 1925 California wells averaged a cost of \$87,000, and in the rest of the country the figure was \$24,000.

How overproduction affects the market is a simple story. The refiners squeeze products out of the cheap and plentiful crude, till the market cannot absorb them. Then price cutting starts; "bootleg" gasoline gets to distributors at distress prices; filling-station prices are slashed, and motorists wonder how one pump keeps the price up several cents above another nearby. It is all quite inevitable under a régime of such sharp competition as exists throughout the business. And it does exist. Excessive production of crude will bring lower prices at the filling station in an amazingly short time.

### Science Brings Great Changes

One reason for the present flush of production is the enlistment of science in finding oil. Astonishing instruments like the seismograph, the torsion balance, even the radio, have been drafted in the quest for oil. Set off a charge of dynamite, then observe the earth's tremors as the seismograph records them—a miniature earthquake. A certain sort of vibrations suggests structures underground that are liable to contain petroleum. Others warn not to drill there—no oil. Or, take the torsion balance—a delicate instrument which registers variations of gravity as particular minerals, or metals, or oil exist in the lower strata.

When geologists started searching for oil they were ridiculed as "rock hounds" by the cynical old wildcatters, and retorted with "oil-can" as an epithet for the ancients. But now they all work together, and a recent convention of petroleum geologists



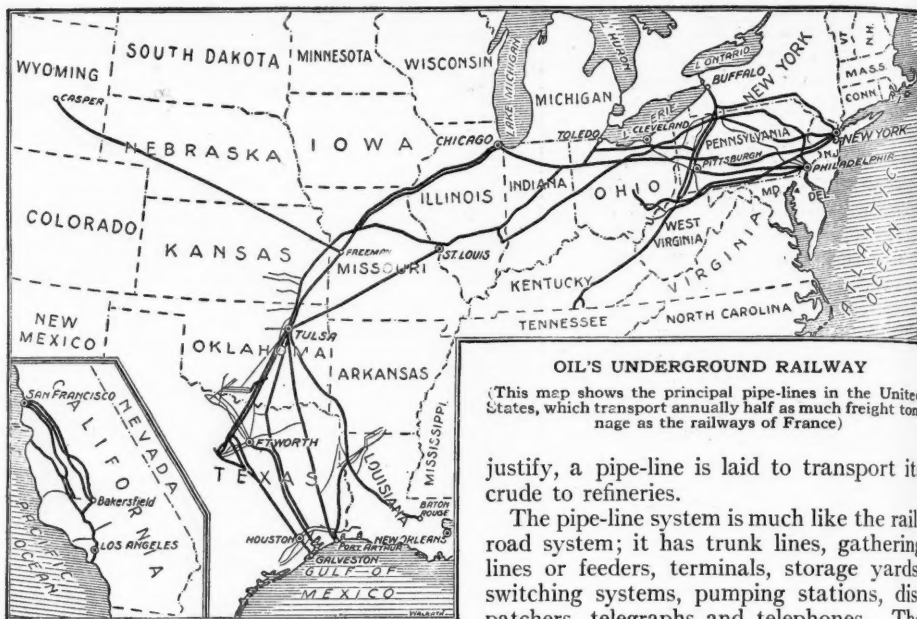
© Ewing Galloway

### SHIPPING THE FINISHED PRODUCT

(Loading racks of the Lincoln Refinery in East Chicago, where entire trains of tank cars are filled at once with gasoline, kerosene, and other products)

brought 1,800 of them together to discuss their problems. The industry has also drawn in the physicists, the chemists, and other scientists. Pure research has been enlisted and endowed, and is hard at work. The industry has gone in for technology, engineering, science, with a plunge.

Although scientists do not actually know, petroleum is probably the remains of masses of animal and vegetable matter caught in folds of the earth's crust, far back in those geologic times when both seas and continents teemed with an enormous luxuriance of tropical life. A rock dome, like an inverted saucer, has held down the mass of this material during ages while it was slowly converting itself into petroleum. Then along comes the drill and punctures the dome. The lighter elements of the mass, with the pressure released, turn into gas which blows out through the hole. The gas pressure pushes the oil toward the vent and causes it also to flow. So long as gas pressure is sufficient to lift the oil, the flow continues. But as the gas escapes, pressure lessens, the flow slackens, and finally stops. Then the well requires to be pumped. A



#### OIL'S UNDERGROUND RAILWAY

(This map shows the principal pipe-lines in the United States, which transport annually half as much freight tonnage as the railways of France)

justify, a pipe-line is laid to transport its crude to refineries.

The pipe-line system is much like the railroad system; it has trunk lines, gathering lines or feeders, terminals, storage yards, switching systems, pumping stations, dispatchers, telegraphs and telephones. The pipe, of from 4 to 12 inches or even greater, is laid commonly about 18 inches under ground; deeper in cold regions. At intervals of usually about 40 miles are pumping stations to push the oil along. An 8-inch pipe-line can deliver about 21,000 barrels daily. It works much like a city water main, except that the pipe-line may extend half across the continent. The pipe-line system handles annually an amount of petroleum that in tank cars would make up a train 40,000 miles long. There is about a mile of pipe-line for every three miles of railroad.

#### Refining, in Lowest Terms

Being transported to the refinery, which may be a few miles or many hundreds of miles away, the next step is refining. In essentials this is simple and easily understandable. Petroleum is a mixture of many substances, which boil and vaporize at different temperatures. A quantity being introduced in a still and subjected to gradually increasing heat, the lightest elements rise and escape as vapor, precisely as steam from the spout of a teakettle. These vapors are then condensed, the lightest coming off as naphtha and gasoline; then, with a somewhat higher temperature, the kerosene vaporizes, flows away, and is in turn condensed; next the still heavier oils, which ultimately become lubricants, paraffine, asphalt, and various others.

modern practice is to capture the escaping gas, reintroduce it into the oil-bearing sands through another drill hole, and let it repeat its work of releasing greater quantities of oil and of pushing the oil out.

But at best only a fraction of the oil can be brought up by these processes. The larger part remains, sticking to the particles of sand. Natural pressure of gas may bring up from one-tenth to one-fourth of the oil. After this, recoveries can be continued by several methods; as pumping, reintroduction of gas, or introduction of water or of some chemical like soda ash, which washes the oil from the sand and enables it to flow toward the well and be pumped out or pushed out by the gas. These methods have in some cases restored to productive areas once abandoned as exhausted.

#### Veritable Lakes of Crude Oil

When the oil reaches the surface it must be run into some sort of container. Sometimes a single well produces so enormously that it is necessary temporarily to dam up the oil with an earthen bank, and veritable lakes of oil are formed. Commonly, however, it is first flowed from the well into small field tanks, whence it is pumped and piped into large storage tanks assembled in what are called "tank farms." As soon as a field demonstrates sufficient production to





From The Engineering News Record

#### OIL UPON THE WATERS

(Oil barges at a Baton Rouge refinery. Each of these steel containers holds 76,000 barrels of petroleum)

Such is the simple statement of bare elements in the process of refining. But a great modern refinery, capable of putting 125,000 barrels of crude petroleum through its stills daily and reducing all of it to its various useful constituents, is one of the biggest and most complex of industrial establishments. On January 1, last, the Bureau of Mines counted 465 refineries with a daily capacity of 3,061,007 barrels of crude. Refineries in operation at that date represented 93 per cent. of total capacity. California led, with 841,000 barrels daily capacity; Texas was second, with 577,000; Oklahoma third, with 287,000; New Jersey fourth, with 251,000; Louisiana fifth, with 207,000; Pennsylvania sixth, with 184,000.

Now, consider "cracking." The molecules composing the lighter elements of petroleum are very small, hence the extreme volatility of gasoline and the only less volatility of kerosene. Getting down to the heavier parts of the oil, the molecules are larger, the volatility less. It was discovered that when these heavier parts are subjected to intense heat and great pressure, the molecules break and become as volatile as were the lighter parts. So, if you will run these heavier elements into a still constructed to withstand heavy internal pressure, raise them to a high enough temperature, and

prevent the vapors from escaping, the molecules will "crack" and the heavy oils be converted into gasoline. The heavier the oil, the more heat and pressure required; if you use enough heat and pressure, you can crack nearly the entire barrel of petroleum. But the operation is increasingly expensive as you deal with heavier and heavier parts which require higher temperatures and greater pressures.

Since cracking was invented, some fifteen years ago, it has been widely adopted, and has become one of the guaranties of adequate future supplies of motor fuel. So recently as 1914 only one-sixth of the barrel of crude was made into gasoline. With cracking, the proportion has risen steadily till in 1926 over 35 per cent. of all crude became gasoline. The efficiency of the American industry is indicated by the proportion of gasoline recovered. In Rumania they get about 5 per cent. of gasoline, and are just beginning to install cracking processes that will raise the recovery to 10 or 11 per cent.!

In the country's foreign trade the petroleum group now takes first place among manufactured articles exported. Specifically, \$421,288,000 worth of gasoline, naphtha, lubricants, illuminating gas, and fuel oils were exported in 1925. The only group

that even approached this was automobiles, parts and accessories, with \$303,106,000. True, over \$1,000,000,000 of raw cotton was exported, this being the only item that led the petroleum group; but it was entirely unmanufactured. Of cotton cloth, only \$85,011,000 was exported. Agricultural machinery, iron and steel plate, sheets, pipes, fittings, etc., totaled only \$162,558,000.

#### *Cheapness of Petroleum Products*

Despite that domestic consumption has multiplied by more than nine since 1913, gasoline makes a strong claim to be, by comparison with the general price level, our cheapest commodity of general and extended use. Taking 100 as the 1913 index figure for commodity prices, the 1926 index figure was 151, according to the U. S. Department of Labor statistics. That is, there has been an average advance of 51 per cent. Various groups, however, have been variously affected. Thus for house furnishings the 1926 index figure is 228. Anthracite and bituminous coal follow closely. Brick have more than doubled. "Woolens and worsteds," "boots and shoes," and "lumber," have all nearly doubled. Then the ratio of increase tapers off, until at the bottom we find gasoline, its index figure 118.1.

That is, while the index figure of all commodities advanced 51 points, and while some important groups advanced over 100, gasoline gained only 18 points. By comparison with the general price structure of the country, gasoline was in 1926 much cheaper than before the war.

#### *Oil and Other Commodity Prices*

But, despite cheapness, there is vast complaint about price variations between different parts of the country, and about exasperating fluctuations within a short period. These complaints are entitled to examination. Is it true that there is no logical and continuing price basis and that the motorist is commonly charged just as much as the traffic will bear? Recently the writer made inquiry into these complaints. He took filling-station prices of gasoline throughout the country on a certain date, and retail prices of staples generally, as reported by the Department of Labor.

The results were curious. On the given date, sirloin steak sold at retail in San Francisco at 30 cents a pound, and in Buffalo at 47 cents; a difference of 39 per cent. But on the same day gasoline sold in San Francisco

at 18 cents, ex-tax, and in Buffalo at 19 cents, a difference of only  $5\frac{1}{2}$  per cent. Gasoline was 18 cents in both Dallas and Chicago; but sirloins were 33.6 cents in Dallas, against 46.4 cents in Chicago, a difference of 38 per cent.

Or, take potatoes. At retail they cost in Dallas 5.2 cents per pound, in Chicago 3.3 cents; a difference of 58 per cent.

Again, excluding tax, gasoline was 20 cents at both Birmingham and Boston. But sirloin steaks were 69.6 cents in Boston, 39.6 cents in Birmingham, a difference of 75 per cent. Potatoes in Boston cost 3.2 cents the pound, and 5.3 cents in Birmingham; difference, 52 per cent.

Portland, Oregon, showed gasoline, ex-tax, 18 cents; in Washington, D. C., it was 20; difference 11 per cent. But sirloin was 28.4 cents in Portland, against 47.3 in Washington; difference, 66 per cent.

Take a different sort of illustration. At Cincinnati the rental of a house fitted for a family of \$900 to \$1,200 income was \$156.46; at Columbus, Ohio, \$174.22; at Cleveland \$202.04. But at all these Ohio cities gasoline sold at 19 cents, ex-tax!

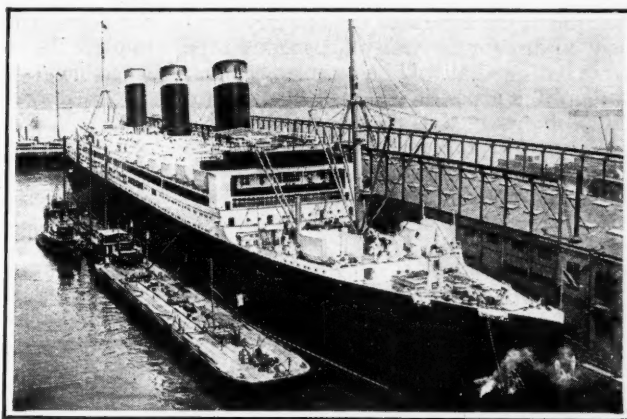
#### *The Taxes that Oil Pays*

Oil companies, according to past President W. S. Farish of the American Petroleum Institute, commonly pay more taxes than dividends; a number of them, more than double their dividends. The industry is subject to a wide variety and heavy burden of taxes. On oil from the public domain and Indian lands the Government last year collected \$24,809,000 royalties. The States impose production taxes; all the customary property, corporation, income, inheritance, and other taxes are assessed. Inspection fees are imposed, commonly in connection with transportation because the products are inflammable and explosive. Forty-six States and the District of Columbia tax sales of gasoline, from one to five cents per gallon. In addition, many counties and a number of cities impose gasoline sales taxes. Last year more than \$200,000,000 was collected in gasoline sales taxes, and this year they will reach \$250,000,000.

In Texas, where the public lands are owned by the State, a very large revenue is derived from oil production. A number of years ago the State turned over to its university a large acreage of these lands, from which more recently an enormous oil production has developed. Royalties on this

oil have made the university one of the most richly endowed in the country. Mr. Farish recently said that more than 40 per cent. of Texas' State revenue was derived from this industry. In some other States the proportion is still higher.

The continent-wide system of improved highways, which may be fairly accounted the most important public improvement the nation has achieved during the present century, is almost a by-product of the petroleum industry. The gasoline sales tax goes almost exclusively to roads. These taxes, along with fees for automobile number plates, property taxes on motor cars and the automobile industry, internal revenue taxes on cars, parts and accessories; special taxes on trucks, buses, etc.—make a total above \$1,000,000,000 annually. We are investing very nearly that sum in building and maintaining roads.



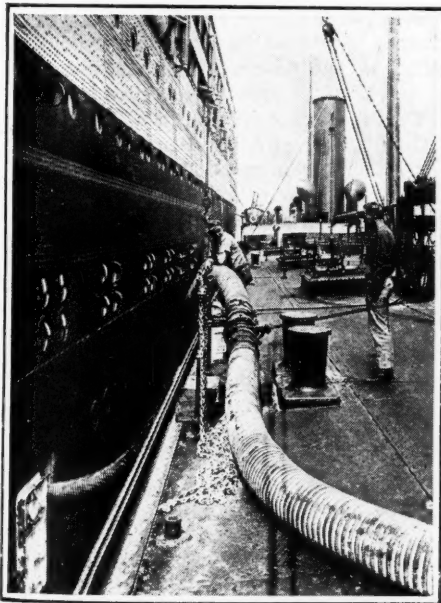
Photograph by Ewing Galloway

#### THE "LEVIATHAN" TAKES ON FUEL AT NEW YORK

(Like most transatlantic liners, the *Leviathan* now burns oil instead of coal)

During the war demands for American petroleum were particularly heavy, to meet the requirements of our own and the Allies' military, naval and aviation establishments. The National Petroleum War Service Committee was set up as a division of the Fuel Administration, and intimate cooperation was organized between the industry and the Government. This proved so helpful that after peace was restored it was determined that some such coordination ought to be made permanent. Accordingly the American Petroleum Institute was organized, embracing now more than 3,500 individual members. It performs the functions of a national trade association, and has devoted itself extensively to economic, technical, and scientific problems. It cooperates with the Bureau of Mines, the Bureau of Standards, and other agencies, and is associated with the administration of a large endowment for scientific research.

A fine illustration of the modern view of industry's responsibilities is afforded by the story of the movement for uniform accounting methods in the petroleum industry. A general committee of the Institute has been at work several years, devising and perfecting a scheme of uniform and standardized accounting, suitable for all the manifold operations of the business. When the system is perfected and in operation, it is expected to be accepted by the Government as its standard in determining matters of taxation, and by the stock exchanges in listing public securities. The legislator, the public administrator, the investor, will know exactly what the balance sheet, the fiscal



© Ewing Galloway

#### FUEL FOR A TRANSATLANTIC LINER

(The dusty, dirty days of coaling ship are passing, now that fuel can be pumped in conveniently through a hose from a tanker)

statement, the annual report of every company means, for they will all be made on the same basis and all will be completely frank and open in exposition of the facts. It will establish, as regards securities, the same confidence in the public mind that was established in behalf of railroad securities when the Government provided for railroads a single and uniform accounting procedure. But in the case of the petroleum industry, the program was initiated and pressed without awaiting compulsion.

#### *Industry and Government Coöperate*

When President Coolidge nearly three years ago created the Federal Oil Conservation Board to study the problems of petroleum and its products, the American Petroleum Institute tendered its full coöperation. All the information and resources of the industry were placed at the disposal of the Conservation Board. The most intimate and understanding coöperation has resulted, to the advantage of industry and Government alike, and to the great enlightenment of the public. It has well exemplified the latter-day disposition toward understanding between government and business.

Take the detail of providing the immense quantity of oil-field equipment and machinery. In the beginnings everything had to be invented and improvised. Long experience and the industry's expansion brought realization of the need to standardize much of this material, and the American Petroleum Institute set up a division of standardization to bring this about, and to insure that the best models, methods, and devices be made available. Manufacturers

are licensed to follow its specifications and to place the A. P. I. insignia on their wares. Interchangeability of parts and high quality are thus secured. Manufacturers all over the world have taken out these licenses, and advertise their products as conforming to specifications. The result is to make American supplies standard everywhere.

#### *Future Supplies Seem Secure*

Inevitably, the problem of assuring ample supplies of petroleum over a long future is of keen concern. From the beginnings, there have been epochs of anxiety, predictions of shortage. Yet demand gains by leaps and bounds, and supply keeps pace. There have been at times threats of over-production, at others of shortage. But economic factors have always wrought corrections; if there is over-production, prices presently tend downward and production decreases; if under-production, prices move upward and furnish the urge for an increase of production which restores the balance. Constant discovery of new fields, deeper and ever deeper drilling, larger recoveries from the oil-bearing sands, more efficient refining, and the cracking of a constantly greater proportion of the heavy oil—all these things have kept supplies in pace with demand. It is now realized that if ever the supply of well oil definitely sags, there is an almost inexhaustible resource at hand, in the oil-bearing shales which are scattered throughout many States, and in the distillation of oil from coal. Scientists, technologists, government initiative, and the industry's interest have united in the research and investigation which seem to assure against a motor-fuel famine.



From *The Engineering News Record*

#### **A TOWN THAT GREW IN THIRTEEN MONTHS**

(Borger, a Texas community which sprang up in 1926 out of nothing but the discovery of oil. There is a noticeable difference in quality between buildings and automobiles)



# A SINGLE-TAX COLONY

## AN ECONOMIC EXPERIMENT AT FAIRHOPE, ALABAMA

BY R. F. POWELL

**L**OCATION—eastern shore of Mobile Bay, on the highest point of land fronting salt water along the coast and shore lines between New York City and Old Mexico. It is an excellent place to spend the summer. The bathing beaches cannot be excelled, while the climate, water, healthfulness and reasonable charges are all greatly in its favor.

As a winter resort it surpasses even the summer attractions. There is nothing finer in the whole South or West. It is approximately the center of the Great American Riviera.

### *Benefits Without Taxation*

The most noted thing about Fairhope, however, is the fact that settlers, business people, and producers of wealth in whatever line get all the land they need without having to buy it, and get all their State, county and municipal taxes paid by others. It's the only live, thriving community in America (perhaps in the world) that has revenue without "taxation," in the usual meaning of that term. For in Fairhope you *rent* the land you want (on a 99-year lease) instead of buying it, and the landlord pays all your State, county and municipal taxes out of the rent you pay, using the balance for local public purposes.

In Fairhope they exempt all kinds of productive enterprises from taxation. "It's all right," they say, "to fine a man once who robs a house; but it's all wrong to fine a man, every year as long as his house stands, for building a home, even though the fine is called a 'tax.'" It's a worse crime, they insist, under our present system of taxation, to build a home than it is to rob one. If one *robs* a home we fine him once, provided we catch him. But if you *build* a home the tax assessor is sure to catch you and fine you every year thereafter as long as your house stands—and call it a "tax."

At Fairhope they teach that the earth is the source of life—the storehouse from which all wealth is drawn; that it is the gift of the Creator to all living beings, and is, therefore, the rightful inheritance of all His children. All men have an equal right to it, without having to buy a piece of it from some fellow creature. The idea is based upon fundamental principles, universally admitted by men of all beliefs, one of which is that "all men have an equal right to life, liberty, and the pursuit of happiness," which means that all men have an equal right to the use of land. Fairhope is simply putting these principles into every-day practice. The community was founded a third of a century ago, and these





FAIRHOPE'S FIRST RESIDENTIAL DISTRICT

(When the "taxless community" was founded more than thirty years ago, clearings had to be cut in the forest, in which these simple shacks were built. Homeowners rented the land on 99-year leases)

theoretical ideas have worked beautifully and with a minimum of friction during those years. And why not? Justice among men is quite practical and easy to achieve if you start right and stick to fundamentals.

Here is the scheme at Fairhope:

It's called a Single-Tax Colony, but a better name would be a *no-tax community*, for really they pay *no* taxes, as that term is commonly understood.

#### *Colony Land Held by a Corporation*

The title to the land (about 4,000 acres) on which the Colony is located is held by a non-profit-making corporation that performs the functions of a trustee. This organization, the legal owner of the land, administers it for the joint and equal use of all those who live upon it. Anyone of good character is allowed to settle upon and take as much or as little as he desires, on the sole condition that he pay annually to the corporation its full rental value. And, since the selling value of land is based upon its rental or annual value, it is easy to determine the rental value. If a leasehold will sell for more than the improvements are worth, it is fairly evident that the full rental value is not being collected.

The Colony started with seventy acres (in the woods), which cost six dollars per acre. Computing the rental value at 5 per cent. of the selling value, this land had a rental value of thirty cents an acre. Another tract of one hundred and twenty acres was soon added at \$1.25 per acre, the rental value at that time being six and one-quarter cents per acre. "A pretty small beginning," you say. Yes, indeed; but

perhaps man himself, even the universe, had a small beginning.

#### *Increased Land Values*

Let us follow the trail that has been made by this small community in the woods. The rentals paid to the corporation, small as they were, proved to be sufficient to pay all State and county taxes, as levied and collected by the tax authorities. Houses (small shacks) were built; small fields were cleared and gardens planted, a little store was opened and a weekly paper made its appearance. State and county taxes went up. The State tax assessors and collectors followed close in the wake of every new home or farm with their levies (fines on production, the Fairhoppers call them). But land values went up also, and the trustee soon found the contents of the community's treasury a little larger than the total taxes levied by the State and county. Year by year the land holdings of the trustee increased. The taxes demanded by the State and county grew because new houses were being built and new businesses were springing up; but new land values were being added, for two reasons:

(1) Land speculators quickly appeared. So the normal demand for land was supplemented by an artificial demand, and the colony's income grew apace. Even a small annual surplus arose. The State and county organized a public school, but had only funds enough to pay a teacher for four months. The Colony supplemented this fund out of its surplus, and the teacher taught Colony children six months. People



THE ORIGINAL SETTLEMENT AS IT LOOKS TO-DAY

(Comparison of these modern homes with the humble shacks seen on page 188, which first occupied this site, shows how Fairhope has prospered under its single-tax theories)

living on privately-owned land kept their children home or paid a tuition fee for those two extra months. Justice, although demonstrating a theory, was working pretty well.

(2) New roads (mere trails) were opened. A post-office came from Uncle Sam, and a church from a mission board. But the good people balked at building a church on publicly owned land. Its sponsors said: "The church must have privately owned land. We must have a *deed* to the land on which we build a church." Land speculators clapped their hands. One came to the rescue by *giving* to the church organization a lot. He said it would make the land in the community worth more. And so it did—because more families came to settle. Some of them followed the church's example and settled on privately owned land, but a great majority considered the Colony policy better. About nine of every ten newcomers settled on Colony land. The speculators "knocked" the Colony and praised the church, but no serious friction arose.

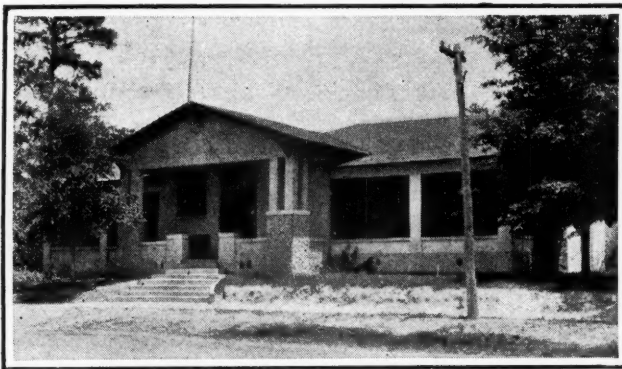
The Colony was now seven or eight years old and had acquired seven or eight hundred acres, and there were about 150 families in the community, of whom more than 120 were living on Colony land. The acreage held by speculators was, in many cases, being offered at a very low price. The writer bought a five-acre tract in the very heart of the village for just about what the improvements on the land cost the owner.

This disgusted land speculator soon left for Canada. He wanted to "get away from a growing community where privately owned land was a drug on the market." But the new owner gave these five acres to the Colony and became a member and a lessee.

#### *Contributions to the Land Fund*

The scheme that had been worked out for raising money with which to buy additional land was for each person who became a member of the Colony to pay \$100 as a membership fee. But since only believers in the idea were wanted as members, and since non-members had all the privileges and advantages of members, except that they could not vote or hold office, there was little incentive to become a member. So funds with which to buy more land were very limited.

Land was very cheap. New members came in slowly, so slowly that "something must be done." A decision was made to ask friends in other parts of the country to make contributions to the land fund. We members could not put our good ideas into practice without land, and we couldn't get land without buying it, even though we *were* living in a wilderness. A solicitor was selected and sent forth. New York, Philadelphia, Baltimore, Washington, and even Boston, the center of conservatism, heard the appeal and responded in a small way. But within two years 200 acres of very choice land were added to our holdings. To the Fairhoppers the results were not



FAIRHOPE'S PUBLIC LIBRARY

(Like the community wharf, water supply, and other public improvements, this 10,000-volume library was built by the settlers without floating a bond issue)

satisfactory. To continue that plan meant to cover the same ground again and again. It was given up—when in walked a friend with a deed to 2,500 acres in one lump. It was like a shower of manna from a clear sky. This happened in 1905. Very little land has been added since.

Transportation was now the problem pressing hardest for solution. Boats could not land without a wharf, the building of which would cost not less than \$1,500. The Colony had little money and less credit.

#### *The Colony Builds Its Own Wharf*

The boat company managers, who had practical monopoly of the traffic, said they would build a wharf if they could own it and have the exclusive privilege. This meant to the colonists that they must give up at least a part of their fundamental doctrine, which stressed "no monopolies, no special privileges of any kind to anyone." The offer was declined; but a counter proposal was made, as follows: "Let's build one ourselves. Only three things are needed. (1) A place to put it, and we have that; (2) Material out of which to build it, and we have that on the land we own; (3) Labor to put the material in place, and we have that—our settlers and their neighbors need work."

The Colony could issue certificates to those who performed the labor that should be receivable at par for all debts due the Colony, including wharfage and rents. Merchants said: "We will accept such certificates for goods, since they are good for wharfage and rents." So the boat landing became a reality in a very short time. Approximately \$1,300 in such cer-

tificates were issued, and these circulated as freely locally as the currency issued by Uncle Sam. At the end of each quarter such of these certificates as could be spared were destroyed, until about \$1,100 had been thus disposed of. The other \$200 worth is either mislaid, stolen, or lost. So, instead of following the old idea of issuing bonds to run twenty or thirty years, bearing 6 per cent. interest or more, payable in gold, by which method

the wharf would have cost \$1,300 in bonds, plus at least \$76 per annum interest for twenty years (equal to \$1,420 more, totaling \$2,720), we got the wharf for \$1,100—a saving of \$1,620.

Our economic and financial theories were working as well as we could expect.

#### *Water Supply*

We needed a public water supply. It cost each settler not less than \$100 to provide himself with a well. It was suggested, since the Colony had no money or credit, that a franchise be granted to a water-supply company. But again fundamentals were involved. "No franchises or special privileges," said the program. "Let's build one ourselves," became the slogan. "Let each person who wants a water supply pay \$50 for a street connection. When 120 have joined the group, \$6,000 will be available. This, we estimate, will lay the pipe and install a small pumping station; but, since such conveniences invariably increase land values, the Colony will collect more rent, out of which it can run the pump. Each subscriber, therefore, can have the water free."

Think of it! Even a water supply furnished free! But it worked, and settlers on Colony land had free water—until a municipality was organized and the plant was taken over by the city. Not being the land owner, the city had to have a revenue from the water users, so the authorities began making a charge for water. They abolished the \$50 connection fee and issued bonds to make extensions and improvements. So, on the water question, we have gone back to what the late



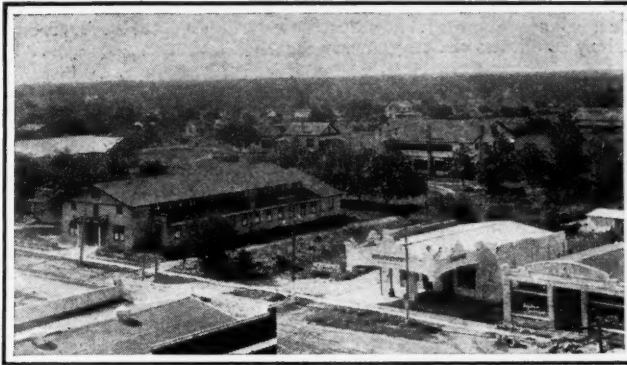
President Harding probably would have called "normalcy."

#### *Telephone Service at Cost*

The Colony installed a telephone system. Each telephone subscriber paid a fee of ten dollars for a connection and bought and installed his own telephone after the connection was made. The Colony paid for operating the exchange out of the increased community income. There was no telephone bill to pay on the first of each month; consequently almost everybody put in a 'phone. The big telephone companies at first said it wouldn't pay to install a system in so small a community; but when there came to be fifty or sixty users on the Colony's exchange, they wanted to come in, and asked for a right-of-way—a franchise. The Colony said: "No; no franchise, no right-of-way over our land. But," it was added, "you may come in over our lines free of charge, provided you will allow us to use *your* lines throughout the county free of charge." The Bell Telephone Company, the big monopoly, said: "No such deal as that for us." But the Home Telephone Company, which was having a hard struggle to keep its head above water, said: "Yes, we will be glad to make such an arrangement with you." And they did.

#### *How State and County Take Toll*

All these conveniences added much to the land values. State and county taxes didn't fail to climb. A new porch, a coat of paint, or a few extra shrubs and flowers in the grounds around the home caused the assessor to raise the taxes. "What a silly law!" said the Fairhopes. "Why punish people for doing the very things you want them to do? Why, for illustration, do you put a larger tax, or fine, on a man who builds a good house than you do on the man who maintains a shack or a slum in the community?" The Fairhope policy reverses this practice. They exempt all improvements from taxation. The man who holds land idle or poorly improved pays the same rent to the Colony as the man holding an adjoining lot who makes a fine



COMINGS HALL, THE CIVIC CENTER OF FAIRHOPE  
(Behind this community building, at the left, lie the Organic School Buildings)

improvement on his land. In some cases, where extra fine improvements are made, the taxes levied by the State, county, and city are more than the rent of the land that the Colony collects on that particular tract. The Colony refunds to the property owner the difference.

How laughable this must seem to the ordinary, every-day political economist! But under such a program Fairhope is growing faster than any other town in Baldwin county, although its transportation facilities are the poorest. Bay Minette, the county seat, Foley, Robertsedale, and Loxley, the best four towns outside of Fairhope in the county, have railroad connections; Fairhope has none. They all have private ownership of land and collect taxes in the old way. They even require people engaged in business, or who have a profession, such as doctors and lawyers, to pay a license fee also. They fine a tramp once if he has no job; but they fine annually the business and professional men who have occupations and hold onto them.

#### *The Colony's Balance Sheet*

A third of a century has passed since Fairhope started to put these theories into practice. It is often asked: "Do they work satisfactorily? Will they continue to work when the town becomes a great city?" The promoters and supporters unanimously say yes, and call attention to the present income of the Colony from land values alone as compared to the outgo for State, county, and municipal taxes.

The treasurer's report for 1926 shows the following:

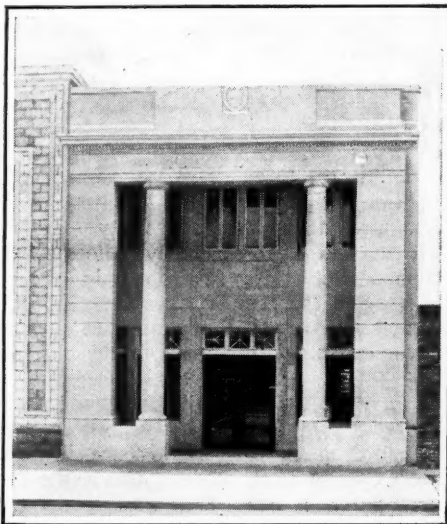
Income from rentals, wharfage, stumpage, turpentine leases, etc.....	\$41,532.46
Cash balance from 1925.....	4,079.76
Colony certificates on hand January 1, 1926 .....	154.80
Available for 1926 budget .....	\$45,767.02
Taxes paid on land, improvements and personal property of lessees and refunds to lessees, etc ..	25,087.06
Leaving a surplus of .....	\$20,679.06
Out of this surplus there was paid for repairs and extensions to the wharf.....	\$ 5,783.69
For operating telephone .....	1,026.27
For maintenance and operation of library.....	675.00
For salaries, postage, advertising, attorney's fees, donations, etc.....	2,375.44
For highways, street improvements, parks.....	1,550.22
For purchase of land.....	1,055.40
	\$13,066.02
	13,066.02
Surplus after making payments above enumerated .....	\$ 7,613.04
From which a sinking fund of \$3,000 for rebuilding the wharf should be deducted.....	3,000.00
	\$ 4,613.04

Note how persistently the surplus hangs on. To help us overcome it the Federal Government has taken a hand. Although the Colony organization is purely benevolent and educational, Uncle Sam's tax-gatherers took out of this surplus, for the year 1926, \$1,583.23, and called it an "income tax"; and, although we have no capital stock, they collected a "capital stock tax" of \$113, and a further sum of \$479.72, calling it "internal revenue"—a total Federal impost of \$2,175.95. And yet there remains a surplus of \$2,437.09! What a bonanza this would be to thousands of hungry tax-consumers in

America if the tax-gatherers only knew how to avail themselves of such a golden opportunity! And what a relief to taxpayers!

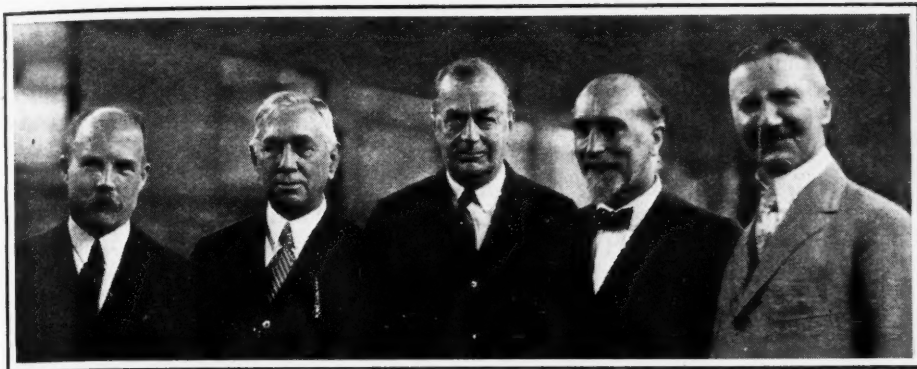
Can any other community in the United States or elsewhere show such a record? Yet thousands of people who live in other communities and even in Fairhope are not supporters of this policy. Many of them are not interested enough to investigate and find out what is being done right under their noses, where prosperity and comfort for all are within easy reach.

"Oh, that some giant savant would rise And pull the scales from off our eyes."



THE BANK OF FAIRHOPE  
(A recently completed monument to the Fairhope Colony's financial stability)





EUROPEAN BANKING OFFICIALS AND THEIR AMERICAN HOSTS, IN WASHINGTON

(From left to right are Charles Rist, Deputy Governor of the Bank of France; D. R. Crissinger, Governor of the Federal Reserve Board; Benjamin Strong, Governor of the Federal Reserve Bank of New York; Montagu Norman, Governor of the Bank of England; and Hjalmar Schacht, President of the German Reichsbank)

## WORRYING ABOUT GOLD

BY FRANK J. WILLIAMS

**B**ELOW were vaults crammed with half the world's wealth in gold. Above sat four of the world's most renowned bankers in secret conference assembled, discussing how to distribute it. There you have the drama of the recent conference of central bank heads at the fortress that is the New York Federal Reserve Bank.

The bankers bore names famous the world over. Presiding was Benjamin Strong, Governor of the Federal Reserve Bank of New York, emblem of the mighty financial power that is America.

Then there was aristocratic Sir Montagu Collett Norman, Governor of the Bank of England, showing in his calm dignity the might that is still England's. Also studious Dr. Hjalmar Schacht, Germany's financial savior, and Charles Rist, Deputy Governor of the Bank of France, who helped to draw up the program for the financial salvation of France.

The quartette had met before around the council table, but not on American soil. They met last year in Paris and the year before in London. This year Mr. Strong had not fully recovered from his recent illness, so the foreign bankers came here to write one more chapter in the financial history of the United States.

The conference was called to discuss gold. This country possesses approximately half the world's gold supply, something like \$5,000,000,000. What was more logical than hold the conference here?

It lasted a fortnight—hardly long enough for anything more than an informal exchange of ideas. But the details of what actually went on behind the massive walls of the Reserve Bank may never be known to the general public, for the bankers sailed home maintaining the silence they had kept since they came.

If these men had discussed a fraction of the subjects suggested by mystified observers here and abroad, their meeting would have lasted well into next year. From Germany came the assertion that the bankers were here to discuss the sale of German railroad bonds authorized under the Dawes Plan. French writers were confident that stabilization of the franc was to be the subject of discussion. Dispatches from Austria and Holland hinted at the granting of American credits to one country or another.

The men in conference were bankers, not statesmen. With all their power they could take no important action of their own accord. They were answerable to their directors, their governments, the industrialists at home, and the public. They may suggest. They may recommend certain financial and monetary changes, but that is as far as they can go.

Governor Strong made this plain in the only official statement given out during the two weeks of conference. He denied that stabilization of the franc was being discussed, and said that the time had been

devoted mainly to an exchange of views regarding financial and economic matters, the policies of banks of issue and like subjects which are of concern to those institutions. These subjects included the relationship of their respective rates of discount, the question of the so-called gold exchange standard, which has had so extensive a development since the war, the expensive shipments of gold, which affect the reserves of the banks of issue, the purchasing power of gold, and various proposals to promote closer cooperation between the banks.

If no more specific statement was forthcoming, some results of the conference may be seen by observing action in other quarters. Certainly a proper understanding of the gold situation makes the reason for calling it quite plain. Contrary to general belief, the greater part of the movement of gold between countries in recent years has been influenced largely by monetary policies of central banks, and not solely by differences in exchange and money market conditions prevailing in the financial centers of the world. This is true of the movements between almost all countries except Canada and British India, where the flow in and out seems to have been influenced primarily by trade conditions.

Naturally, in this ebb and flow of tremendous amounts of gold, there comes a time when even the telegraph and telephone are insufficient instruments wherewith the minds of the players in the game can meet, and personal contact becomes imperative. The recent meeting had to be called at this time because during May gold movements from one bank to another became even more gigantic than during the war, through the release of \$90,000,000 in gold, pledged with the Bank of England during the war by the Bank of France as collateral for a loan to the French Government. France immediately exported \$30,000,000 of the gold to the United States, and the Federal Reserve banks purchased the remaining \$60,000,000. Most of the \$60,000,000 thus purchased by the reserve banks has since been disposed of abroad. France is believed to have bought it.

The gold holdings of the United States have increased continually from the end of

1920. In April and May of this year the total of gold in this country was at a higher level than at any previous time. By end of May it was more than \$4,600,000,000. Gold movements in the first five months of this year resulted in a net import of \$120,000,000, as compared with a net inflow of \$98,000,000 for the entire year 1926. The influx represents shipments from Canada, England, France, the Netherlands, Japan, and Australia.

The gold included in the central banking reserves of the United States has become, indirectly, a part of the reserves against bank credit and currencies in other countries. And the dollar balances of foreign banks here are in liquid form, subject to withdrawal at any time, and therefore are potential sources of demand upon the Federal Reserve banks for gold.

In other words, there might come from abroad at any time a large demand for gold which would result in considerable withdrawals from the reserve banks.

This is a phase of the situation not usually touched on by foreign writers when they accuse the United States of hoarding the gold of the earth. But it is an all-important question to the central bank heads who have just concluded their conferences. The presence of so much gold here is a mixed blessing. Theoretically an over-supply of gold causes inflation. The gradual upward and downward swings of commodity prices are supposed to express the fluctuations in the value of gold.

Certainly we have not progressed as far along the road to deflation as those countries where the gold account has been stationary over a period of years. And the relatively high standards of wages and costs in this country have made it difficult for Americans to compete in foreign markets.

But since other countries can get their gold back only by increasing their exports to us, it is hard to predict when the return flow will begin. At present any increase in exports is offset by the amounts foreign countries have to pay us in interest on loans. The long-term trend of gold values, the broader and deeper aspects of the situation, is something that could not be settled in a fortnight's conference.



# LEADING ARTICLES OF THE MONTH

## Adventure at the Ends of the Earth

AT THE ends of the earth, in Arctic and Antarctic, lie stretches of unexplored land and sea larger than the United States. Perhaps they contain unending square miles of ice, each like its neighbor—and perhaps not. Scientists are getting ready to find out.

It would seem that there was little left for them to discover, for in the twenty years since Peary stood at the North Pole, more of the earth's surface has been explored than in the million or so preceding years. Yet only recently there have been found a lake of pure vaseline in Alaska, dinosaur eggs in the Gobi desert, and live dragons on the island of Komodo. And around the poles there remain those blank spaces on the map. It is on these chiefly that fresh assaults are being made.

One of the most dramatic is that which Com. Richard E. Byrd, fresh from his air voyage across the Atlantic, will begin in October. He plans to fly to the South Pole, in spite of the known hazards of an 11,000-foot mountain range and gales that sweep the Antarctic plateau. Flying to the Pole is, however, only part of his purpose. He wants to investigate the vast expanse of unknown Antarctic land.

According to plans published in the *New York Times* for July 7, he will sail south in a whaler, taking with him two airplanes, dog

sleds, and fifty companions. Passing New Zealand, he will make for the cliffs of ice in the Ross Sea, which begin the barrier between man and the Pole, which is a thousand miles away. Beyond that wall of ice lies a million square miles of space that

has never been seen by man. Much of it will be flown over, traveled over by sled, studied and charted. "Man will not be satisfied until he knows what is there," says Commander Byrd.

The ice barrier in the Ross Sea is a scientific wonder, and Commander Byrd calls it one of the natural wonders of the world. It is 400 miles long, also 400 miles deep, and rises 200 feet above the sea. Near its rim the expedition will establish its base. Between that base and the Pole supplementary bases will be set up, so that if the planes are forced down on the route, succor will not be too far

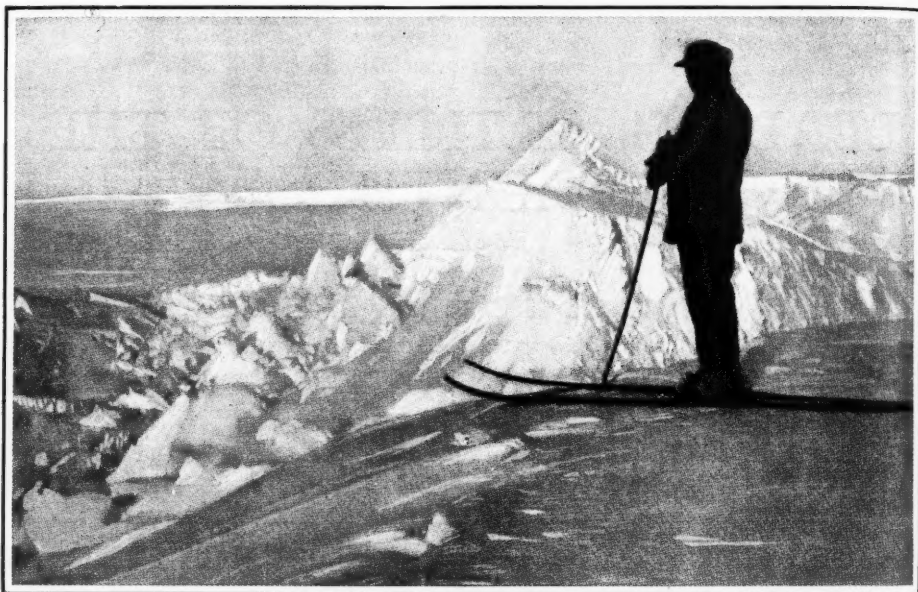
away. These minor bases will also allow scientists to go off on expeditions of their own.

One of the airplanes will have three motors, the other a single engine. Both can be flown with either pontoons or skis, for landing on sea or snowfield.

Commander Byrd hopes to accomplish much before the Antarctic summer ends next April, but he goes prepared to stay six months more, through the Antarctic winter.



DONALD MACMILLAN SETS OUT ON HIS TENTH ARCTIC EXPLORING EXPEDITION



From Amundsen's "The South Pole"

THE KIND OF LAND THAT COMMANDER BYRD WILL EXPLORE ON HIS WAY TO THE SOUTH POLE BY AIRPLANE

Summer in the far South is warmer, relatively, than that in the Arctic, and since even Arctic lowlands are sometimes free from snow, Commander Byrd believes that he will find much of the unexplored territory in the South snowless earth, of the greatest scientific interest.

If the navy's best known flier hopes to find reasonable warmth in the South, Prof. W. H. Hobbs of Michigan University is trying to find one of the coldest places known to man—the Pole of the Winds, somewhere in the indescribably frigid heart of Greenland. This Pole is guarded by an expanse of smooth ice similar to the great ice barrier of the South. Over it too sweep ferocious storms, probably the most violent anywhere known. No man has ever braved them long enough to reach their center. What he would find if he did, according to Professor Hobbs, is a funnel of calm air some hundreds of feet across. Down this rushes air from currents higher up, to be used by nature in making the terrific wind storms which race out over the transatlantic travel lines. Professor Hobbs will establish a weather station, which is to be an all-year-round affair, as near the Pole of the Winds as possible. From it wireless warnings of storms will be sent out.

Another group of explorers, the Rawson-MacMillan-Field Museum Expedition, is headed for the coast of Greenland and Labrador. Donald B. MacMillan, its leader, is on his tenth trip to the Arctic; his first was made with Peary when he reached the North Pole. MacMillan's expedition will establish a meteorological station on the coast of Greenland, which will work with the Michigan Expedition. Other scientists in the party will seek to determine if ruins already found in Labrador are, as suspected, those of Vikings, and will collect information about flora, fauna, fish, and topography.

The good ship *Morrissey*, which carried the George Palmer Putnam Expedition Greenlandwards last year, has started off again for Baffin Land, west of Greenland across Baffin Bay. Geographers, anthropologists, ethnologists, artists, surveyors, taxidermists, motion picture and radio operators are included in the party, not to mention two very superior cabin boys, David Binney Putnam, fourteen, and Deric Nusbbaum, fourteen. Both made the trip last year and wrote books about it.

But the ends of the earth are not the only places whose secrets man is after. From almost the exact middle of the world, —equatorial South America—a young ad-



(so the argument runs). Their ultimate purpose is to subject the world to the will of an inner Jewish Council, which will elect a King of Israel who will rule the world as absolute dictator. It is the purpose of the *Dearborn Independent* to arouse the American public to this imminent danger which it has discovered.

Having found these things in his magazine, Mr. Ford explains, he wishes to apologize. A letter sent to Louis Marshall, attorney for Aaron Sapiro, the farm cooperative organizer who had brought a libel suit against Mr. Ford, says:

To my great regret I have learned that Jews generally not only resent these publications as promoting anti-Semitism, but regard me as their enemy. Trusted friends have assured me that in their opinion the character of the charges made against the Jews, contained in many of the articles which have been circulated periodically in the *Dearborn Independent*, and have been reprinted in pamphlets, justifies the righteous indignation entertained by Jews everywhere toward me.

... Had I appreciated even the general nature, to say nothing of the details of these utterances, I would have forbidden their circulation without a moment's hesitation.

... I deem it my duty as an honorable man to make amends by asking their forgiveness for the harm I have unintentionally committed, by retracting so far as lies within my power the offensive charges laid at their door by these publications.

Jews throughout the country received the apology with satisfaction, though there was an undercurrent of comment to the effect that it must have been inspired either by political ambition or the desire to sell automobiles. But most printed statements agree with Mr. Marshall, who replied:

"For twenty centuries we Jews have been accustomed to forgive insults and injuries, persecution and intolerance. . . . The statement which you have sent me gives us assurance of your retraction of the offensive charges . . . of your desire to make amends. . . . You couple these assurances with a request for pardon. So far as my influence can further that end, it will be exerted."

Mr. Ford is the defendant in two libel suits, which the public has identified with his former apparent anti-Semitism. Rumor has it that they are to be dropped.

## The Aftermath

A HALF million refugees of the Mississippi Flood are crawling back to stinking, soggy homesteads, trying to salvage what they can from the oozy muck. On every side are wastes of drying mud, strewn with the carcasses of dead cattle. Often great lakes cover the fields, to remain perhaps until next year, when evaporation has done its leisurely work.

Each family is sent home with cotton and vegetable seed, two weeks' food, a mule, a rooster and two hens, a few tools, and the simplest household furniture. If their homes are roofless, they are given the tents and bedding they used at the refugee camp. They are vaccinated and inoculated; they are laden with exhortations about disinfecting, mosquito netting, diet and baby care, to lessen the malaria and typhoid sure to follow the passing of the waters.

That is the picture given by Will Irwin, visitor to the flooded lands, in the *Survey*.

Immediate human needs have been met; but losses have not been made good, nor will they be. To be sure the floods took fewer lives than would automobiles, had life gone on as usual. But livestock was for the

most part drowned. Property, except for crockery, glass, and a few other things which water and mud could not ruin, is gone. Accumulations of a lifetime—furniture, Fords, dolls, tools, banjos, fruit trees, flowers, crops—all that makes life pleasant once it has been saved, are gone.

Secretary of Commerce Hoover has pointed out that the people of the flood area do not want charity, but only enough credit to carry them through the winter. This, the first step in reconstruction, is already assured. Arthur Kellogg writes in the same issue of the *Survey* that agricultural finance corporations have been organized in Arkansas, Mississippi and Louisiana, which will make available in the form of loans for the farmer at local banks something like ten million dollars. The credits are available for business men and tradesmen as well as farmers, but their need has been met to a large degree by spontaneous offers of credit from manufacturers and jobbers.

Prevention of future floods, now almost universally considered a national problem, remains. The people of the stricken region look to Congress.





MUD AND MOSQUITOES: FARM LANDS AFTER THE FLOOD

## Forests and Floods

**C**HOPPING down forests wholesale, ruthlessly exploiting the nation's lumber supply, stripping the fair green woods of the nation—these things are generally accepted as making for bigger and angrier floods.

"Most of which is a mistake," says in effect Willis Luther Moore (once chief of the weather service at Washington), summoning to his aid in the June *American Mercury* a dozen authorities. As these gentlemen see it, here are the rights of the matter:

Extensive propaganda is being carried on in the United States for large public appropriations, which are to protect not only our real forests—which should indeed be protected—but also millions of acres of bush lots and scrub timber that can never grow anything of value. These lands waste rather than conserve the moisture of the soil, and influence the flow of streams not at all.

Mr. Moore begins by dispelling the popular conviction that forests influence rainfall itself. The gradual change in climate, accompanied by steady decrease in rainfall,

that has taken place during the past hundreds of years, is shown by Mr. Moore to be universal in deserts, in northern forested areas, and in regions where trees have been destroyed by man.

The late Cleveland Abbe, senior professor of the U. S. Weather Bureau for over half a century, joins Mr. Moore's chorus:

"In this day and generation, the idea that forests either decrease or increase the quantity of rain that falls from the clouds is not worthy to be entertained by rational, intelligent men."

But if more forests do not mean more rain, do they tend to lessen floods when it rains too much?

They do, Mr. Moore admits. Trees certainly prevent erosion. But so does proper cultivation of cut fields. This requires keeping the soil well supplied with humus through rational crop rotation.

Prof. D. W. Mead, of the University of Wisconsin, one of the leading hydraulic engineers of America, supports this contention with facts. His elaborate report on the rainfall and the run-off of the rivers of Wisconsin finds no increase in flood in-

tensity where lumber has been cut over large areas.

"Many believe that there has been an enormous increase in the floods of the Ohio Valley," Mr. Moore continues. Drawing upon the data of the U. S. Weather Bureau he demonstrates that from 1871 to 1908, while extensive cutting was being done, the actual mean monthly stage of the Ohio River at Cincinnati, and the high and low water measurements of the Tennessee, Cumberland and Ohio Rivers have scarcely varied.

Ernest Lauder, chief of the Hydrographic Bureau of the Austrian Government, recently made an exhaustive study of 125

floods on the Danube, covering a period of 800 years. His conclusions are identical with those of Mr. Moore.

"Many honest investigators are deceived by the fact that when rainfall is light, dead leaves, moss and undergrowth in forests may modify and restrict the flow and absorption and rush to the conclusion that the forests restrain and minimize floods. But the fact is that when the rainfall is heavy and continuous, as it must be to cause floods, there is practically no difference in the flow of water in the forest and in the open, once the rough surface becomes well wetted."

Forests should be protected, but for themselves alone, concludes Mr. Moore.

## Air-Shy America

**M**ILLIONS have cheered the men who flew across the Atlantic and Pacific. They have bubbled over with interest and admiration, and begun to talk about low pressure areas and earth inductor compasses. But they have not known that their unexpected enthusiasm was a godsend in a crisis of American aviation.

The United States, except for its flyers, is air-shy. It quickly made an industry of the movies and the automobile; but of the airplane it made only a stunt performer, never considering it seriously as a vehicle for the civilian.

That is why American commercial avia-

tion has been left a weakling. We have an air-mail service that makes Europe's look puny. We have an army and navy service which in skill and performance, if not in numbers, ranks with Europe's proudest. But beyond that we can show, in the way of commercial passenger service established more than a year on regular routes—two lines, each less than 150 miles long!

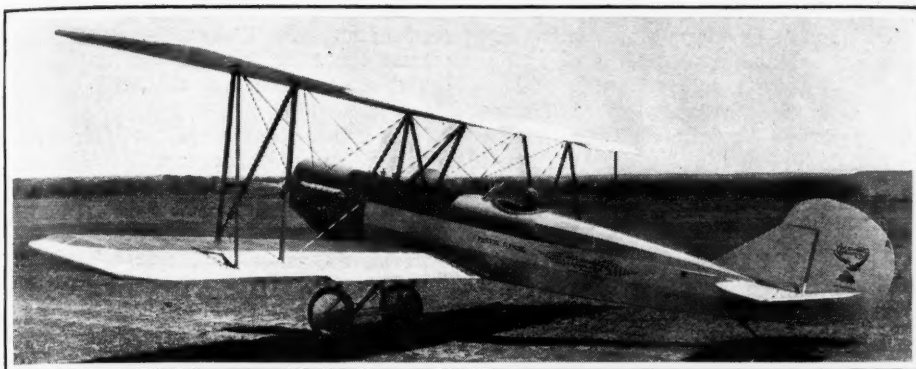
During the last three years, to be sure, there has grown up a responsible aerial service to replace the gypsy flyer, the lone pilot who formerly traveled about the country taking the curious on joy-rides that were not always safe. A new type of plane has been developed—a fast, reliable two-seater, ready for any service from cotton dusting or taxi trips to aerial map-making and photography. These planes are earning money for their owners; they give this country first place in aerial service, since aviation abroad is confined to military or transport flying. But the American public has for the most part ignored them.

Europe is not so afraid of the blue empyrean which man has at last conquered. Hardly an important city on the Continent is not tapped by a luxurious air service that runs as regularly and comfortably as train or ship—and far more swiftly. There are some 30,000 miles of these lines, over which fly two thousand machines. Thanks



LIEUTENANTS MAITLAND AND HEGENBERGER, WHO MADE THE FIRST AIR FLIGHT TO HAWAII

(The longest non-stop flight over an ocean, 2,400 miles in 26 hours, is the record achieved by these army aviators when they reached Honolulu on June 29)



## AMERICA'S PEACE-TIME WINGS

(Fast, sturdy and safe two-seater airplanes developed in this country have built up an aerial service that is increasingly used for business and pleasure)

to their efficient service it is possible to breakfast in London, spend several hours over business in Paris before luncheon, fly to Berlin long before an early supper, reach Vienna in time for a midnight show, and sleep all the way to Rome in time for breakfast next morning.

Of course in Europe governments give subsidies. Ours does not, and, as Secretary Hoover points out, it will not. Flying here is going to stand on its own feet. Of course the air mail, our proudest achievement, is in a way a subsidy. The Government paid for that. It equipped fields, charted and lighted airways, and sold its planes cheaply to the contract companies which now fly the mails. Moreover, it hung up an achievement in regular service through fog, rain, sleet, and snow, over bumpy mountain routes, that show an enviable dependability—93½ per cent. out of 1,860,190 miles flown on the transcontinental route; and in July a year ago, 100 per cent. flying to schedule more than 45,000 miles on the night service from New York to Chicago.

To bring other commercial flying up to such a level, the Air Commerce Act was passed last year. It defined clearly, for the first time, the legal status of flying, and it put on the shoulders of the federal government the task of laying out the nation's air highways. It started the shift from government to private operation of mail flying, and through regulations for army and navy services, it invited research, experiments, and aircraft building.

Secretary Hoover put it this way: "While the cities are providing the air terminals the Government will be providing the

emergency landing fields where needed, surveying and mapping the air routes, licensing pilots as it now licenses ship navigators, supplying air charts to pilots and other air personnel, and providing lighthouses for the air in the same way as it does to safeguard maritime navigation."

Such work is as necessary to flying as concrete highways are to automobiles. Already there are in all our States 1,000 more important landing fields, out of a total of perhaps 4,000, although, as Colonel Lindbergh said, not one of them can compare with Croydon or Le Bourget abroad. However, Illinois has 63 fields, fifteen of them at Chicago. California has 98. Army, navy, and national guard have a scattered 81, and the Post Office 92. New York, alone of important cities, has no municipal airport, though there is plenty of space in the six fields near Manhattan.

Lieutenant Donald Duke, chief of the airways section of the army service, writes that "The costly street widening projects now under way in practically every progressive city are a consequence of the horse-and-buggy perspective of twenty years ago, yet very few of our larger cities are profiting by this lesson in establishing airports adequate for the certain increase in air commerce."

Something of this forward look is creeping into business. Men with money are risking it, in spite of the difficulties, on commercial flying. They supply capital that is willing to work long and hard for the profits sure to come in the end.

Flying must be made dependable and safe. Enough money and work can make

it so, and then the financial return will come. But it is apt to be a long time, particularly in the more ambitious realms of flying. Commander Byrd wrote before he started on his own adventure toward France that it would take twenty years to realize the popular dream of a regular transatlantic service. After his battle with the weather he told reporters that ten years would suffice.

However that may be, the business of flying in the United States has pulled itself together, shaken itself, and started off refreshed. Passenger flying promises to grow from a country-fair stunt to a dependable, regular service. The Government is doing its share. And now at last the apathy of the public has given way to honest interest. William P. McCracken,

Jr., Assistant Secretary of Commerce for Aeronautics, says that under it American commercial aviation will blossom as the desert after a drenching rain.

This article summarizes the high points of the following source material: "Nations' Youngest Industry on Verge of Real Expansion," by Arthur M. Leinbach, in the *Magazine of Wall Street*, July 2; "Hoover Foresees a Greater Air Service," by L. C. Speers, *New York Times*, June 26; "Why We May Wait Twenty Years for Ocean Air Lines," by Commander Richard E. Byrd, in *Popular Science Monthly*, August; "Airports and Airways," by Lieut. Donald Duke: New York, The Ronald Press; and Guggenheim bulletin on "Aerial Service."

## Lindbergh Jumps Head First

*Report of Northbound Mail Flight, November 3, 1926, by Charles A. Lindbergh, Pilot, Contract Air Mail, No. 2. From the U. S. Official Postal Guide, Monthly Supplement, June, 1927.*

I TOOK off from Lambert-St. Louis Field at 4:20 P. M. November 3, arrived at Springfield, Ill., at 5:15, and after a five-minute stop for mail took the air again and headed for Peoria. . . .

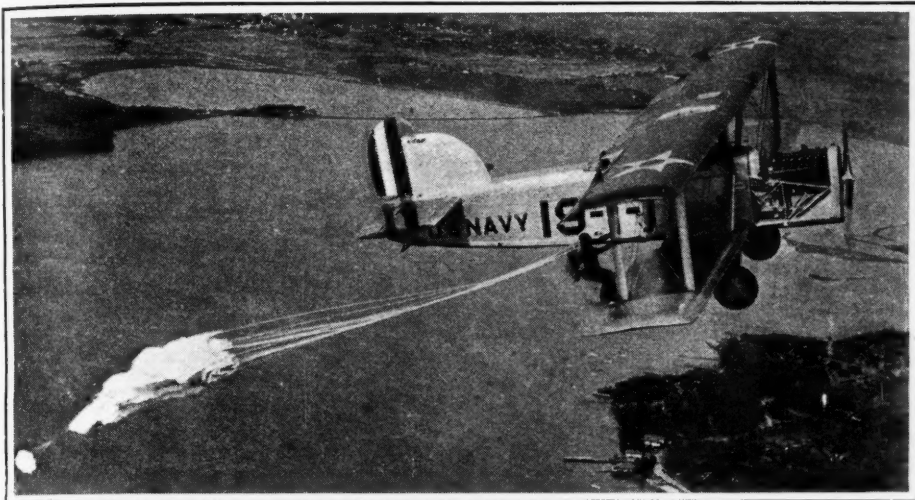
I encountered darkness about 25 miles north of Springfield. The ceiling had lowered to around 400 feet and a light snow was falling. At South Pekin the forward visibility of ground lights from a 150-foot altitude was less than one-half mile and over Pekin the town lights were indistinct from 200 feet above. After passing Pekin I flew at an altimeter reading of 600 feet for about five minutes, when the lightness of the haze below indicated that I was over Peoria. Twice I could see lights on the ground and descended to less than 200 feet before they disappeared. I tried to bank around one group of lights but was unable to turn quickly enough to keep them in sight.

After circling in the vicinity of Peoria for 30 minutes I decided to try to find better weather conditions by flying northeast toward Chicago. I had ferried a ship from Chicago to St. Louis in the early afternoon and at that time the ceiling and visibility were much better near Chicago than elsewhere along the route.

Enough gasoline for about an hour and 10 minutes flying remained in the main tank and 20 minutes in the reserve. This was hardly enough to return to St. Louis even had I been able to navigate directly to the field by dead reckoning and flying blind the greater portion of the way. The only lights along our route at present are on the field at Peoria; consequently unless I could pick up a beacon on the transcontinental route my only alternative would be to drop the parachute flare and land by its light, together with what little assistance the wing lights would be in the snow and rain. The territory toward Chicago was much more favorable for a night landing than around St. Louis.

I flew northeast at about 2,000 feet for 30 minutes, then dropped down to 600 feet. There were numerous breaks in the clouds this time and occasionally ground lights could be seen from over 500 feet. I passed over the lights of a small town and a few minutes later came to a fairly clear place in the clouds. I pulled up to about 600 feet, released the parachute flare, whipped the ship around to get into the wind and under the flare, which lit at once, but, instead of floating down slowly, dropped like a rock. For an instant I saw the ground, then total darkness. My ship was in a steep bank and for a few seconds after being blinded by the intense light I had trouble righting it. I then tried to find the ground with the wing lights, but their glare was worse than useless in the haze.





#### THE "PULL-OFF" PARACHUTE JUMP FROM AN AIRPLANE

(The aviator hangs on until the parachute fills out and actually pulls him from the plane)

When about 10 minutes' gas remained in the pressure tank and still I could not see the faintest outline of any object on the ground, I decided to leave the ship rather than attempt to land blindly. I turned back southwest toward less populated country and started climbing in an attempt to get over the clouds before jumping.

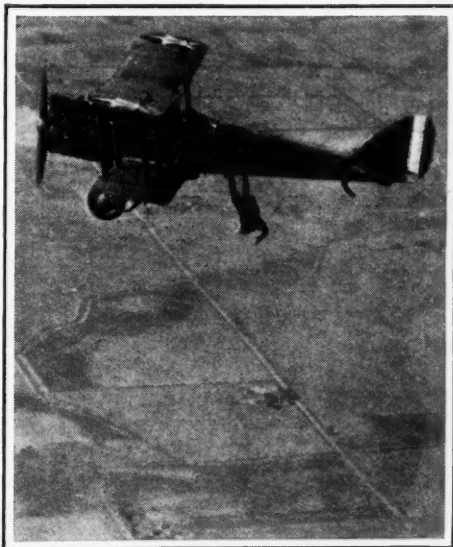
The main tank went dry at 7.51 and the reserve at 8.10. The altimeter then registered approximately 14,000 feet, yet the top of the clouds was apparently several thousand feet higher. I rolled the stabilizer back, cut the switches, pulled the ship up into a stall, and was about to go out over the right side of the cockpit when the right wing began to drop. In this position the plane would gather speed and spiral to the right, possibly striking my parachute after its first turn. I returned to the controls and after righting the plane dove over the left side of the cockpit while the airspeed registered about 70 miles per hour and the altimeter 13,000 feet.

I pulled the rip cord immediately after clearing the stabilizer. The Irving chute functioned perfectly. I had left the ship head first and was falling in this position when the risers whipped me around into an upright position and the chute opened.

The last I saw or heard of the D. H. [airplane] was as it disappeared into the clouds just after my chute opened. I placed the rip cord in my pocket and took out my flashlight. It was snowing and very cold.

For the first minute or so the parachute descended smoothly, then commenced an excessive oscillation, which continued for about five minutes and which I was unable to check.

The first indication that I was near the ground was a gradual darkening of the space below. The snow had turned to rain and although my chute was thoroughly



#### THE WAY LINDBERGH WENT

(Jumping head-first, the aviator later pulls a cord which releases his parachute—the rushing air filling it)

soaked its oscillation had greatly decreased. I directed the beam from the 500-foot spotlight downward but the ground appeared so suddenly that I landed directly on top of a barbed-wire fence without seeing it.

The fence helped to break my fall and the barbs did not penetrate the heavy flying

suit. The chute was blown over the fence and was held open for some time by the gusts of wind before collapsing. I rolled it up into its pack and started toward the nearest light.

... I delivered the mail to Maywood by plane to be dispatched on the next ship out.

## "If I Were a Chinaman"

**I**F I were a Chinese I should look upon white nations as the White Peril and upon most foreigners in China as devilish. I should prepare to abandon the arts of peace for the business of war—and having learned the business I should fight to the last ounce of my resources to restore every foot of Chinese soil to China and to make every inch of China safe for Chinese.

Those are the sentiments of an anthropologist who knows what he is talking about, Charles A. Dorsey, author of "Why We Behave Like Human Beings." Dr. Dorsey, writing in the July *Cosmopolitan*, would have us understand that the Chinese have reasons for their grudge against us:

If I were a Chinaman I should hardly be able to forget that infamous Opium War of 1840-1842, with the attendant loss of Hongkong and the forcible opening of Canton, Amoy, Fuchau, Ningpo and Shanghai—and to salt the wound, the payment of a \$21,000,000 indemnity! From that day to this China has never been free of foreign interference and aggression. How any Chinaman can ever look at Hongkong and not hate the "foreign devils" is more than I can understand.

Then came 1860. Bombardment by the allied

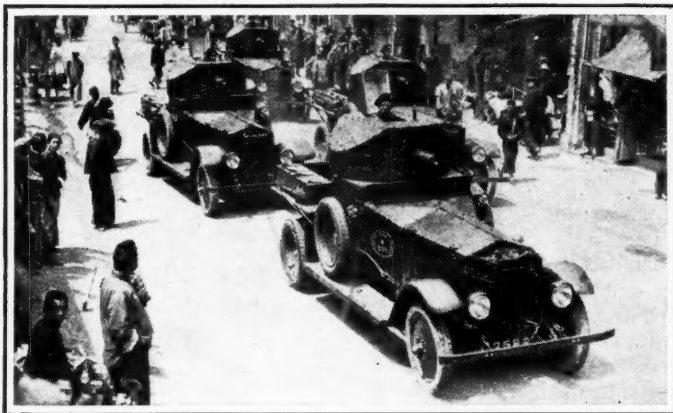
Christian forces of the Taku forts. The march on Peking. The looting and burning by the Christian Powers of the Summer Palace. The indemnity, the forced toleration of missionaries, etc.

The Powers carved China up among themselves as one carves a cheese, calling the portions "spheres of influence." They helped themselves to "treaty ports," foreign "settlements" in Tientsin, foreign "concessions" in Shanghai, and sent foreign gunboats into the heart of China. Therefore:

If I were a Chinaman, I should feel that the white man for a hundred years had bulldozed me in every conceivable way, had stuck his nose into my affairs in a thousand different places, had been responsible for the loss of large chunks of my territory, and had forced himself upon China time and time again against her will. That every protest China made was seized upon as pretext for a further push. And when some patriotic Chinese in their blind rage killed a missionary, the incident was made an excuse to seize a stronghold from which an entire province could be dominated.

Of course the Chinese have protested, but protests not made with high explosive shells and well-drilled infantry were not listened

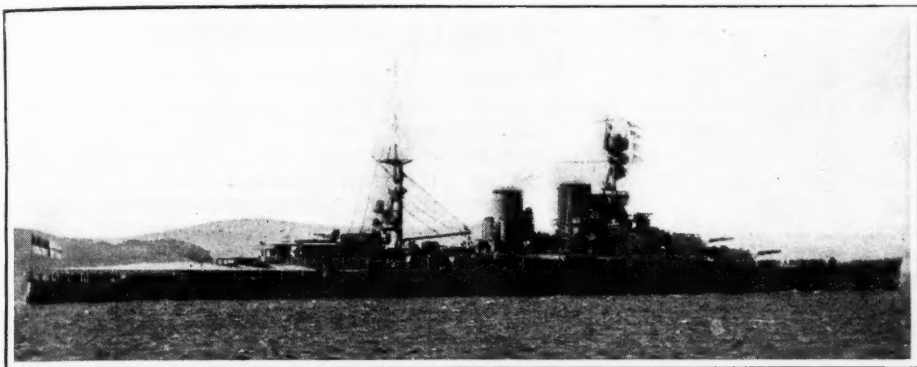
to by the Powers. No Chinese is right if he says that all his troubles come from the West; but the West has held him in such brutal disregard that he hates all things Western, and hating, wants an end to foreign settlements and special privileges, wants back Hongkong, and wants back the right to rule his own land, including the right to collect internal revenues and customs on foreign goods.



BRITISH ARMORED CARS PATROLLING THE STREETS OF SHANGHAI

As for America, she has unquestionably treated China better than most Western powers. But, says Dr. Dorsey, her acts in China during the last hundred years are in general acts of aggression. "Quite possibly

what America has done for China more than outweighs the injury she has done her, but . . . I can see how they are entitled to the opinion that we, too, are foreigners of the 'devil' variety."



THE LARGEST BATTLESHIP IN THE WORLD: THE "HOOD," OF THE BRITISH NAVY

## The Rising Cost of Battleships

THE modern race for naval supremacy is to the rich. Before a dreadnought can be launched such vast expenditures must be made that even great powers are willing to seek relief in Geneva. For in the rising cost of warships lies the hope of arms limitation.

No period in the history of modern navies has seen as little building of fighting ships as the decade since the Great War. If total expenditures before the war, and total tonnages, are compared with those of to-day, they seem to indicate a preparedness more belligerent than any in the past. But present-day figures are misleading. Both the price and size of vessels have mounted; and not a nation can muster as many fighting ships now as in 1914.

It is this condition which occupies Mr. A. B. Seamans in the New York *Herald Tribune* for July 3. Mr. Seamans argues that the race for naval supremacy is greatly exaggerated:

In the first place, only three battleships are building in the whole world to-day: the *Nelson* and *Rodney* in Great Britain, and the *Demokratiya* in Soviet Russia, although rumor has it that work on this last is suspended.

In the second place, when the United States built the *Columbia* in 1893, she was

the fastest cruiser on the seas. She displaced 7,375 tons, made 22.8 knots, and cost \$2,725,000. The *Pennsylvania*, built in 1916, displaces 21,400 tons and cost \$7,325,000. England's *Hood*, largest dreadnought in the world, cost \$30,000,000. The *Nelson* and *Rodney* each displace 35,000 tons, and each cost \$35,000,000.

Britannia still rules the waves with 22 battleships, 52 cruisers, and 192 torpedo craft. Before the war her figures were: 73 battleships, 52 cruisers, and 240 torpedo craft. The United States now comes second. She has 13 battleships (38 before the Great War); 32 cruisers (one more than before the war); and 309 torpedo craft, 178 of which, built during the war, are soon to be obsolete. Japan's steady building program has brought her to third place. Her wartime muster of first-line ships has been reduced from 17 to 10, but she has as many cruisers as ever, 33 of them, and her torpedo strength has increased from 96 to 116.

Replacement of obsolete vessels seems to be the highest ideal of nations which are continually being accused of struggling for naval supremacy. In Germany, and perhaps in Italy and Russia, more ambitious programs are afoot. Germany strives to regain something of her old position, in so far as she can under the Versailles peace

treaty. A cruiser and five destroyers are complete; three more cruisers and seven destroyers are either building or projected.

Mr. Seamans deduces from his figures that naval power has, in a measure, been

equalized. If naval armament is limited further, future wars will more than ever be decided on land or in the air. And victory on the sea will go to the nation with the largest merchant marine.

## France Prepares to Prepare

**I**T HAS been said that if every citizen of a nation knew beforehand that he would be mobilized in event of war, that nation would not go to war. If the rich old man as well as the healthy young one, the well-paid shipyard worker as well as the poorly paid clerk, the patriotic woman and the Fourth of July orator—if these all knew they would be set to work at a dollar a day immediately war was declared, they would see to it that there was no war.

Yet France is attempting just that, not to prevent war, but to prepare for it. A bill "for the general organization of the country in time of war" was passed recently by the Chamber of Deputies. Among other things, it scraps existing notions of military organization.

This warlike manifestation, reports A. C. Wright in the *Nineteenth Century* (London),

is based more on dissatisfaction with the way the last war was run, and on strong feeling against profiteers, than on fear of a coming war. The French purpose is that there shall be no delay, no waste, in swinging the nation from peace into war, and that such a national calamity shall bring private profit to no one. Therefore Section one of the Bill reads:

"All persons of French nationality, or subject to French law, irrespective of age or sex, and all legally constituted corporate bodies are bound to take part either as combatants in the defense of the country, or as non-combatants in the maintenance of its material or moral life."

To accomplish this what amounts to a dictatorship is created. There will be no gradual taking over of powers by the executive, as happened in all countries during the war. Without waiting on expediency, the government instantly assumes complete control.

The broad principle is laid down that all persons are to be employed where they will be most useful. Civilians may be recruited for administrative work either by contract or requisition. Resources, excepting money, needed to wage war, are to be taken by agreement, or, failing that, taken without so much as a "by your leave." Where property is taken over, the usual interest rate on government loans will be paid on the capital represented. In industries under government control, salaries and working conditions will be established by decree.

A new Ministry of Importations will deal with buying abroad. France holds that what she paid for war goods in England and America yielded so much to the sellers that their income taxes alone would pay French war debts to those nations.

The French press as a whole approves the principle of universal mobilization. It means the best of preparedness. Yet M. Paul-Boncour, supporter of the bill, declares "The absence of war profits is perhaps the best guarantee against an outbreak of war."



© Paul Thompson.

### THEIR RANKS ARE TO BE SWELLED

(Formerly the pick of France's youth did her fighting. Now the entire nation is to be mobilized in event of war)



## Commodore Vanderbilt

THE father of Commodore Cornelius Vanderbilt was a Dutch farmer and ferryman who spelled his name Van Der Bilt, living on Staten Island, in New York Harbor. The Commodore-to-be, frugal and steady, lived there while saving his first \$100, with which he bought a small boat. With it he made \$3,000 in three years.

In 1813, when he was nineteen, this farmer's boy married; in 1814 he built the schooner *Dread*, and a year later the *Charlotte*—trim, fast vessels which served him well. But Cornelius read the writing on the wall, and deserted his schooners (for a price) to become a steamboat captain, much as he later deserted steamships for railroads.

But that was not to be for many years. First he was to make a fortune out of the Hudson and Connecticut Rivers, by the simple process of driving all other lines out of business. He became owner of more than fifty fine boats, and earned the title of Commodore.

In 1854 the Commodore built himself the 2,000-ton, 260-foot steam yacht *North Star*, and betook himself, his family of eleven children, a chaplain and a doctor on a cruise to Europe. "From Russia to Constantinople the *North*

*Star* was a floating wonder, with her satin-wood saloon upholstered in green plush velvet . . . her dining saloon of polished marble panelled with Neapolitan granite and with medallions of Webster, Clay, Franklin, and Washington on the ceiling, framed in scrollwork of purple, green and gold. Nothing quite like it had ever been seen . . ." writes Meade Minnegerode in *Colliers*, in an article entitled "The Vanderbilt who was King."

At the time of the gold rush in 1849, Commodore Vanderbilt, who had yet to hear of a monopoly that he did not try either to smash or to take it for his own, decided to break up the Pacific Mail Company's undisputed hold on traffic which

went pouring across the Isthmus of Panama. He organized a company to construct a canal across Nicaragua, obtaining a charter from the Nicaraguan government. This plan was abandoned, but transportation from Atlantic to Pacific he did organize, and most successfully, by way of Nicaraguan waterways and overland carriages, shortening the distance to San Francisco by 500 miles.

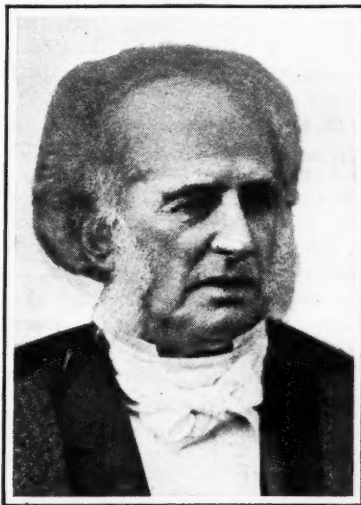
This was the beginning of a war between himself, Commodore George Law, and Commodore Charles Morgan of the Pacific Mail Company. One item in their struggle, which was known in New York as the War of the Commodores, was the precipitation of civil war in Nicaragua. The victory went to Cornelius Vanderbilt.

By the close of the Civil War he was said to be worth ten million dollars. He had earned the gratitude of the government by his gift during the war of the transatlantic cruiser *Vanderbilt*. He was now seventy years old, and in poor health. It was thought that his career would draw to a respectable end. But not so.

It occurred to the indomitable old man that although he knew nothing about railroading, he could run railroads better than their owners. Consolidation and efficiency of management were sadly lacking, and these the Commodore planned to supply.

He bought up all the Harlem River and Hudson River railroad stock that he could find—and it was cheap enough. When he had control of the Harlem he built a tunnel through the Murray Hill section of New York City, acquired a franchise for a street railway down to the Battery from there, and Harlem Railroad business boomed.

He had more trouble acquiring the New York Central lines, but in 1869 the two bigger railways were incorporated as the New York Central and Hudson River Railroad, and the Harlem was leased to



CORNELIUS VANDERBILT

them. The thing was done. "He was the autocrat of the directors' table," writes Mr. Minnegerode. "He piled up his millions and the stockholders did not suffer. The public paid."

And when he died on January 4, 1877, at the age of eighty-two, after building a church and spending \$1,000,000 to found Vanderbilt University, he had a little more than \$100,000,000. Four-fifths of this he bequeathed to his son William Henry. His children, of whom he is reported to have said, "There hain't one of them that's worth a damn except Bill," had little respect

for the old man's wishes. What Mr. Minnegerode calls "the unreticent bitterness of the astounding litigation" instituted by his other children laid bare the unhappy human side of the old Commodore's life. The *Tribune* prophesied: "The Vanderbilt money is certainly bringing no happiness and no greatness to its present claimants, and we have little doubt that in the course of a few years it will go the way of most American fortunes."

Yet at William Henry's death the Commodore's legacy had been increased to \$200,000,000.

## He Saved the Union

**I**F EVER anyone was expressly put into the world to handle money it was "the Tycoon," christened Jay Cooke at Sandusky, Ohio, in 1821.

Clerk in a St. Louis store at fifteen, he was partner in the Philadelphia banking house of E. W. Clark and Company at twenty-two, founder of Jay Cooke and Company at Philadelphia in 1861, when he was not yet forty, and for the next four years sole fiscal agent for the federal government. He found for it the money with which to wage the Civil War—some two billion dollars in all.

The story of his successful handling of the great federal loans, and other breath-taking financial ventures, is told by Meade Minnegerode in *Collier's* (New York). "Cooke won the war for the North just as surely as the men in the field, and it was in the Treasury Department that the South was really defeated," writes Mr. Minnegerode.

It is apparently a delusion of present-day grandeur to think that the art of collecting stupendous sums overnight belongs to the twentieth century. Working with the difficult Secretary of the Treasury, Salmon P. Chase, and later with Mr. Fessenden, Mr. Cooke raised most of three great Government loans,—the first in 1861 for \$100,000,000; the second in 1863 for \$500,000,000, and the third in 1865, for which Mr. Cooke raised \$700,000,000. In addition, he was continually floating loans for national banks, special needs of the Government, and private enterprises.

After the assassination of Lincoln, the Treasury gave him "carte blanche to manage the market as you may deem best" in

order that "government securities should stand like a rock." Mr. Cooke went to New York, bought up twenty million dollars worth of bonds in a week, stopping a panic thereby, and sold them again at a profit for the government "as I had directed an advance each day of  $\frac{1}{8}$  on all the old issues of bonds." This operation he kept secret for many years, so that "the national credit should enjoy all the advantages of this action."

The task of selling the loans was accomplished primarily in two ways, by far-reaching personal solicitation, and widespread newspaper publicity:

Mr. Cooke's agents—he employed some 5,000—overran the countryside, visiting every last hamlet and farm, appealing to every living person they could find.

From the very first Mr. Cooke understood the value of newspaper publicity, the necessity of enlisting editorial coöperation. And so he employed trained newspaper men in his own staff to handle his advertising; he filled the papers with optimistic notices, with "catechisms" answering all the questions which might occur to inexperienced investors, with articles praising the loans. And he kept the reporters and editorial writers on his side. He entertained them, he made them presents of wine and game from his country place, he gave them options on blocks of bonds, he aroused them to patriotic support and, when necessary—as in the case of certain recalcitrant New York journals—he purchased their mercenary allegiance. It did not matter to Mr. Cooke, patriotism or cash—the papers must boom the loan.

At the close of the war Mr. Cooke was the foremost financier in the country, although very little richer than he had been before. He was not quite forty-four, and "his greatest undertaking, his most magnificent failure, was still before him."

In 1870 he agreed to raise \$100,000,000 for the projected Northern Pacific Railroad, an undertaking close to his heart. Frequent gold speculation, disgust over the Union Pacific scandals, and other causes contributed to jeopardize the establishment of the new railroad. Only constant cash advances from the Cooke houses to the Northern Pacific Company kept it from collapse.

On September 18, 1873, there was a "financial hurricane," a "thunderbolt," as though the "bottom of Wall Street had literally dropped out." "The Tycoon" had failed. But he did so with assets double his liabilities: "No one who has a dollar on

deposit here shall lose it," Mr. Cooke insisted. This crash precipitated the great panic of 1873.

But Mr. Cooke did not stay for long in the small cottage to which he was then forced to retire. He undertook to finance a railroad to the Horn Silver Mine in Utah; the mine prospered and soon was paying Mr. Cooke \$80,000 a year. In 1879 he sold out his share for \$1,000,000.

He bought back his properties at Gibraltar and Ogontz. This he later turned over to a girls' seminary, built himself a new and magnificent home in the same town, and lived there happily, busy with his farm, until his death in 1895.

## Suzanne's Successor

EVERYWHERE on the continent you hear her spoken of as "Suzanne's successor"—this charming young Spanish girl, Señorita de Alvarez. Lili de Alvarez is not only the outstanding woman tennis player of Europe; she has won the highest award in the world of ice-skating, the Gold Medal at St. Moritz, Switzerland; her golf handicap is eight in spite of the fact that she plays only three weeks each season; she is an excellent horsewoman; she skis, swims, shoots, plays bridge and billiards with the best, and is a very attractive dinner companion.

When Suzanne turned professional last summer, it left Señorita de Alvarez the best amateur woman tennis player in Europe, and "very apt to become the best in the world," writes John R. Tunis in *The Sportsman* (Boston) for July. "The most graceful woman on the courts" the English correspondents termed her at Wimbledon. Her game is "so brilliant, that most of the time it verges upon genius."

"Her game is a distinctive, an unusual game; a game of her own," writes Mr. Tunis. "She hits the ball sooner than any other woman player, takes it right off the top of the bound so

that her opponent often finds her shot coming back before she can get into position. . . . A difficult person to play is Lili de Alvarez, because she has few weaknesses to exploit. All her shots are good."

Lili began to play tennis at seven. She was eleven when she won her first singles event. To Jack Cowdray of the Geneva Tennis Club, G. M. Simond, director of Le Touquet Tennis Club, and her father, Señor de Alvarez, she owes the perfection of her game. To her father also she owes her knowledge of other games, an unusually well-rounded education, familiarity with many languages, and a discriminating taste in literature.

"It is not for her excellence in sport that I most admire Lili de Alvarez," writes Mr. Tunis, who witnesses personally to her excellence on the dance floor. "Rather it is for her charming and delightful personality, her ready and supple wit, her simplicity. . . . She is one of the few champions of the sport of any nation who does not take herself too seriously."

Señorita de Alvarez's hobby is an unusual one for any sport enthusiast. It is the European custom to give a *bon* or order upon



EUROPE'S GREATEST AMATEUR TENNIS PLAYER: LILI DE ALVAREZ

a local store for the amount of the prize, rather than a medal or cup as in America. No gold cigarette cases for Lili. Her *bons* are devoted one and all to buying old and rare books. She has trunksful of valuable editions stored in several places, and a roomful wherever she is stopping.

If this young woman has not won more titles, it is because she has met Suzanne Lenglen (and twice Helen Wills) in every notable tournament she has been in. But watchers have drawn their own conclusions and now that Suzanne is out of the way, they chorus: "We shall see!"

## Scenery by Joseph Urban

HE WANTED to be an architect, and he is an architect. But in between the dream and its realization was a period of years during which Joseph Urban became this country's foremost scenic painter. Born in Vienna, he first came to America to decorate the rooms of the Austrian Art exhibit at the St. Louis Exposition in 1904. Later he illustrated children's books, and went back to Europe to decorate theaters and opera houses in dozens of German cities.

Again he came to America, in 1912, this time to create designs for productions at the new Boston Opera House. No better tribute to his art can be made than merely to recite the fact that Urban since then has designed scenery for the Metropolitan Opera House, for Shakespearean revivals, for the "Follies," and for moving-pictures.

It was the moving-picture, in fact, which brought Urban back to his first love, architecture. What is more natural than that designing dummy houses for the camera should bring the urge to him—and clients as well? So we find Urban homes in Florida, a Ziegfeld Theater in New York, an office building designed for Mr. Hearst's magazines, and plans drawn for the new Metropolitan Opera House.

The career of Joseph Urban affords ample material for a sprightly character sketch by Kenneth MacGowan, appearing in a recent issue of the *New Yorker*, from which these brief paragraphs are gleaned. With the coming of Joseph Urban to the "Follies"—so Mr. MacGowan tells us—Naughtiness departed and Beauty took up its reign.

## How to Live 125 Years

DR. SERGE VORONOFF believes that the average healthy human being should live 125 years. He it is who would make old men young again by means of his now famous monkey gland operation. None of his patients has yet reached the century-and-a-quarter mark—it is too soon for that. But Dr. Voronoff insists that his work has restored a measure of youth to old persons; and in a series of articles for the London *Graphic* he explains how and why this can be.

The idea is that all deaths occasioned by no other cause than "old age," and that mental and physical weakening due to advancing years without disease complications, are almost invariably due to the premature weakening or atrophy of the endocrine glands, without which the body, even when otherwise healthy, cannot function. Dr. Voronoff compares these glands, upon which all other glands depend for vital

fluid, to the spark in the motor of the automobile.

The average human being, Dr. Voronoff asserts, does not die a natural death:

Those who die in their early eighties, for instance, of neither accident nor disease, die through the failure of their endocrinal glands to furnish generative energy to the principal organs of their body; and, as this condition is almost always brought about by unnatural living, death in such circumstances is preventable by the removal of the cause.

This is done by grafting healthy young glands from monkeys of the highest type, preferably chimpanzees, in place of the weakened or atrophied ones of the human being. The difficulty, not to say impossibility, of obtaining human "spare parts" for his work forced Dr. Voronoff to turn to the animals, and the difference in the calibers of all but monkey blood and human blood precluded the success of grafting the



glands of any other animal onto the human body, as such grafted glands would promptly die.

It is "a preposterous absurdity" to think that the monkey glands will in any way affect our natures, Dr. Voronoff asserts.

The cost of monkey-glands, which has hitherto been almost prohibitive, should become less in the future, as Dr. Voronoff has established a monkey-farm at Grimaldi on the Mediterranean coast from which monkeys can be transported to his laboratories in Paris safely and quickly; close watch can also be kept over their health in this way.

Not only do abused or atrophied endocrinal glands shorten human life, but they are often the cause of thyroid insufficiency or atrophy, which invariably causes idiocy. When endocrinal lack is the cause, grafting produces remarkable results. Often, of course, thyroid atrophy comes from other causes; in this case the thyroid gland itself is restored by grafting. The first thyroid-gland graft was performed in 1913 on a fourteen-year-old total idiot; he was accepted by medical authorities and sent to the front as a normal young man when the war broke out.

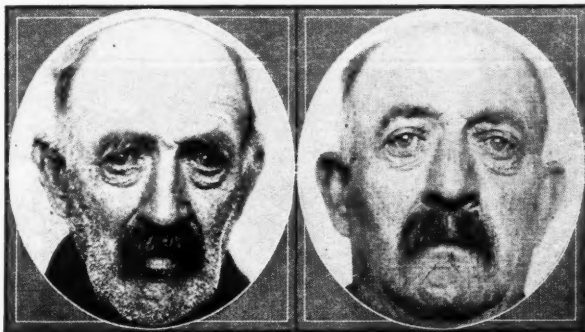
The first endocrinal gland grafts were performed on animals: a ram twelve years old, the average span of life lived by sheep, was grafted and resumed life as an equal among much younger members of the herd. Later on, the glands were removed; the ram aged rapidly and was shortly at the point of death. A third operation was performed, re-grafting the gland, and the sheep is still healthy and "young," eight years later.

"I shall remember for the rest of my life how I trembled with anguish a few moments before I performed my first 'rejuvenation' of a human being, in 1920—despite my conviction that there was no possible danger," writes Dr. Voronoff. Since then over 1,000 successful gland grafts have been accomplished, by him and by doctors all over the world who are students of his methods.

The general effect has been to restore to men of seventy or over the muscular power they possessed twenty years before. In many cases, improvement in mental condi-

tion as well as in health has been reported.

One woman also has undergone an operation for gland graft. Although it was in every way a success, and the woman greatly restored in health and looks, the operation in women is far more serious than in man, and Dr. Voronoff prefers to spend his time, therefore, where more and quicker results



BEFORE AND AFTER GLAND GRAFT

(Dr. Voronoff's first experiment in 1920 restored this man of 73 to the vigor of twenty years previous)

can be obtained, for the purpose of perfecting his method and broadening his field.

In an article quoted in the July REVIEW OF REVIEWS Sir Philip Gibbs expresses the hope of scientists that something can be done to fit man, physically and mentally, for the new world which is being opened to him by modern science.

Toward this new man Dr. Voronoff feels he could make a definite contribution. He has discovered that a ram in the prime of life, with endocrinal glands in excellent condition, when grafted with organs still younger and healthier, increased in weight and strength, and its wool increased in proportion. Not only that, but its offspring weighed much more and bore more wool than normal lambs born of ungrafted subjects. A new race of sheep was thus created, whose characteristics are being inherited by their offspring.

Dr. Voronoff believes that this operation performed on human beings might produce a race of men much taller and stronger than the average man to-day.

It is only seven years since the first gland-graft operation, too short a time to prove his theory that man can be made to live far over the century mark. But at least, Dr. Voronoff believes in his own medicine, and assures his readers that he too will be grafted when the time comes.

## Pirandello, Prophet of Unreality

ALTHOUGH he is one of the most productive men of our times, Pirandello, Italy's leading playwright, and almost equally famous all over the civilized world, is usually judged by a half-dozen of his plays which embody his philosophy and explain his popularity, writes a critic in a recent issue of *La Grande Revue* (Paris).



PIRANDELLO CHATS WITH A FRIEND

(While walking near his Sicilian villa, Italy's leading playwright often stops to talk with his donkey)

Pirandello's work is a symbol of the modern world: "He possesses a profound intuitive knowledge of a corrupt epoch knocked askew by the impact of stirring events," writes the author. In his plays nothing seems stable; his heroes have no sense of any purpose in life, and are, indeed, disgusted with the prospect it holds forth to them. They are men without balance,

convinced of the unreality of everything, and of the impossibility of knowing even themselves.

Pirandello is a Sicilian who has studied much in the north, and whose work is truly cosmopolitan in its inspiration. He has learned far more from Strindberg and Ibsen than from Italian masters.

His themes are devoted primarily to revealing the fundamental contradictions in every human character. He makes one of his heroes say: "Drama to my mind lies entirely in the knowledge that all of us try to be one person when as a matter of fact a hundred or a thousand possibilities exist within us." This is perhaps the essence of what is called Pirandellism, although with regard to the relations of the outside world to character his theory that everything is only appearance, and consequently uncertain, unstable, is also fundamental to his art. In so far as this belief in the inability of people to discover their true character or to communicate with any one else, in the unreality of everything external, is systematic, it becomes purely an intellectual game, which is indeed the feeling that the newcomer to Pirandello's art instantly receives.

## The Great American Novel

OUR present-day conception of the "great American novel" is defined and roundly criticized in the current *Yale Review* by Edith Wharton, herself the author of several novels so hailed upon their appearance. Advertisers and reviewers lay an ever-increasing stress upon the term. The "great English" or "great French" novel signifies merely a great novel written by an Englishman or a Frenchman; its scene may be set on the farthest side of the globe, it may deal with any time or culture, so long as its writer possesses in sufficient richness the characteristics of his race. But it appears that the American novelist

must submit to much narrower social and geographical limitations before he can pretend to have produced *the*, or *the greatest*, or even simply *an*, American novel.

For the novelist's scene must be laid in the United States, and his story deal exclusively with its citizens. Furthermore, if his work is to be truly "American" it must tell of persons so limited in education and opportunity that they live cut off from all the varied sources of culture which used to be considered the common heritage of English-speaking people. "The great American novel must always be about Main Street, geographically, socially, and intellectually."

Mr. Lewis's "Main Street," written to reveal the American small town as it is, with all its bareness in the midst of plenty, has been taken as a prototype for all future "great American novels." There were earlier pioneers in the depiction of Main Street: Robert Grant's "Unleavened Bread" was situated on the now-famous thoroughfare; so was Frank Norris's "McTeague" and Graham Phillips's "Susan Lenox." "They were all, as it happens," writes Mrs. Wharton "not only 'great American novels' but great novels." They came before their time, however: "Their bitter taste frightened a public long nurtured on ice-cream soda and marshmallows, and a quick growth of oblivion was trained over the dreary nakedness of the scene they had exposed."

Conditions of modern life in America seem to Mrs. Wharton particularly weak in the amount and quality of literary material they contain. America has chosen and realized a dead level of prosperity and security in which the whole of life has been reduced to "a small house with modern plumbing and heating, a garage, a motor, a telephone, and a lawn undivided from one's neighbor's."

The provincial settings of Balzac, Jane Austen or Trollope are totally different. Their narrow villages partake of the concentrated flavor of long isolation, of con-

fused inheritance from the past; they are hotbeds of idiosyncrasies, of social and intellectual distinctions. But the field of the American writer is one in which "mediocrity has achieved universal diffusion."

While American invention and promotion have internationalized the earth, while her life has never been more closely interwoven with that of the rest of the world, "American reviewers and publishers are asking for a portrayal of American life which shall represent us tethered to the village pump."

In Mrs. Wharton's own opinion a "great American novel" should portray the American as he is in relation to the rest of the modern world, for which he is in large part responsible. The "great American novel" is announced once or twice every year. But as a rule it turns out to be only the great American novel of the year—if that. Moreover, the proof of its greatness is usually based on the number of copies sold, and this kind of glory does not keep a book long afloat.

When the "great American novel" does appear there is every chance that it will catch us napping, that the first year's sales will be disappointingly small, and that "even those indefatigable mythomaniacs, the writers for the jackets, may for once not be ready with their superlatives."

## Who Shall Pay for College?

**A**LUMNI and guests at the Commencement luncheon of Brown University in Providence, Rhode Island, pushed back their chairs, lit cigars and cigarettes, and resigned themselves to the inevitable speeches. A quiet gentleman rose and said:

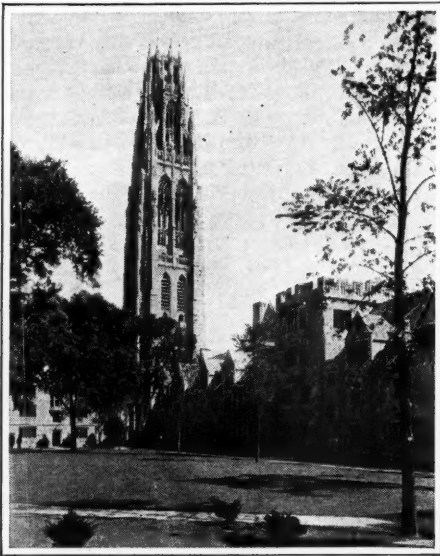
"Some years ago a business associate of mine who had several sons at Yale learned that the tuition which he was paying represented less than half of the actual cost to the college of the education which his sons were receiving. He promptly wrote the President that he did not wish his sons to be the recipients of philanthropy, that he was entirely able to pay for their education and therefore enclosed his check for the difference between the tuition charged and what the college had actually expended."

This speaker was John D. Rockefeller, Jr. What he went on to say startled not only

his after-dinner audience into attention, but caused mild excitement to newspaper editors and a still greater stir among professors, trustees, and fathers working their sons' ways through college. The cause of this stir was that Mr. Rockefeller recommended his wealthy friend's action to the world at large. He found behind it a principle worthy of support.

As Mr. Rockefeller sees it, privately supported colleges were, in the old days, charitable institutions. Students went into the ministry, teaching, or some other profession in which their services were large and their pay small. Now, however, most students go to college "to have a good time, for social considerations, or to fit themselves to earn money." Since service is no longer the main purpose of the student, he might be expected to pay for what he gets.

Mr. Rockefeller, a liberal giver to colleges, suggested a simple solution: Let tuition be doubled. As for the old-fashioned student who still had some idea of serving



THE MEMORIAL QUADRANGLE AT YALE,  
SHOWING HARKNESS MEMORIAL TOWER

the community, or for the good scholar whose father has difficulties with tuition fees as they are, let scholarships and student loans be used liberally. A ten-year loan without interest might do. This would get the poor man through college. And it would

relieve the college of the ever more difficult quest for endowments.

Few critics objected that Mr. Rockefeller's plan, suggested in broad outline, would not work in detail, or that it would not solve many financial worries of the colleges. But there was a general outcry that the plan, in spite of the student loan provision, would keep all but rich men's sons and a few scholars out of college.

Two days before Mr. Rockefeller made his remarks, Howard Elliott, railway president, said at Carleton College in Minnesota that although there were now twenty times as many undergraduates as in 1880, and although an enormous amount of money was spent on them, he for one felt the cost justified. He said nothing of their going to college for a good time. They went "to obtain a scholarship that will be an instrument of better life and living; for a training that will ultimately make them better able to do their part of the work of the world." He was satisfied, in short, that the present expense was worth while.

At about the same time Huger W. Jervey, Dean of Law in Columbia University, notified alumni that "tuition fees have gone steadily up, and the end is not yet . . . If we are not careful, educational advantages will be open to the rich rather than the worthy. The only way to prevent the door being closed in the face of the man with brains and character, but without means, is the establishment of scholarship aid."

Who shall pay for college?

## Our Much-Abused State Department

THE tendency of an Englishman or a Frenchman or a German is to support his government as long as he conscientiously can, especially in international dealings. But the American seems less patriotic. He is forever denouncing the selfishness, materialism, and stupidity of his Department of State.

A gentleman preferring to be known as N— reminds us in the current *Foreign Affairs* (New York) that in reaching its decisions the Department has many more facts at its disposal than the most intelligent reader of newspapers, the professor, or the newspaper writer himself. Its chief fault perhaps is that it does not publish these facts soon enough and often

enough. Destructive criticism frequently forms public opinion unchangeably before the Government deigns to state its case.

Broadly stated, American foreign policy consists in the protection and extension of American rights and interests in such a manner as will make this country respected and a force for world peace. Of course it is always pro-American. It does not attempt to regulate the internal policies of other nations. It aims to keep on good terms with all nations, but insists that there can be no thoroughly friendly relations with any nation that ignores American rights. It does not, as do its holier-than-thou critics, says N—, confuse idealism with sentiment-



tality. Nor does it surrender American interests in favor of foreign interests. For example:

Certainly abroad, if not at home, our Central American policy has been severely criticized. President Coolidge meant it when he said that our Government feels a special "moral responsibility" toward Caribbean countries. The United States has landed marines more often than the public realizes. Wilson sent them to Haiti and Santo Domingo, for example; and these little nations are peaceful, happy, and

prosperous as never before. Thousands of lives and millions of dollars are saved by this "interference in the domestic affairs of other nations," commonly branded as "imperialism."

Time is proving the correctness of the unpopular middle course early chosen by the American State Department in dealing with China. Our official attitude is one of sympathy with the Chinese desire for freedom, but firm protection for our citizens while they are at the mercy of a Russia-guided Chinese mob.

## What the Italians Are Saying

**B**ECAUSE there is no freedom of the press in Italy, newspapers and periodicals there present a great sameness of version and tendency. Censorship has forced into being, outside Italy, a vigorous crop of periodicals in which anti-Fascists say what they dare not say at home. Among their contributors and editors are the foremost personalities of the democratic parties in Italy, men who have been forced into exile.

One who has caused particular annoyance to orthodox Fascists is Prof. A. Labriola, economist and ex-Minister of Labor. As soon as he arrived in Paris, he wrote the following for *La Liberté*, official organ of Italian exiles in France:

"The roots of the Fascist state are firmly planted and it will be a difficult task to overthrow it. It is necessary to attack it at its most vulnerable spot: the economic crisis in the clutches of which it is struggling without finding a way of escape." And again, "It is impossible to live in Italy without renouncing one's moral personality."

As for the Fascist press itself, it has been much concerned with the naval conference in Geneva. Naturally enough it applauds the attitude of the Italian Government in not taking part. "The deadlock in the Conference was foreseen," says *Il Giornale d'Italia* of Rome. And in *Il Corriere Della Sera*, Manfredi Gravini points out that Italy can under no consideration afford to stop building small craft, not only because her naval budget does not allow for heavy ships, but also because of her 6,000 miles of vulnerable coast line. Admiral Bravetta, an authority on naval matters, expresses the opinion in *L'Italia Marinara* that Italy will



ITALY (TO MUSSOLINI): "MY DEAR BENITO, IF YOU ONLY KNEW HOW MUCH FARTHER WE WOULD GET IF YOU DIDN'T JUMP AROUND SO MUCH!"

(From *Kladderadatsch*, Berlin)

rightly be against any move to reduce submarine and air forces.

Drought and excessive heat are causing much consternation. Wheat, notwithstanding careful provisions made by the government, will be scarce; for on top of the south Italian droughts comes an unknown parasite which has wrought havoc among wheat crops in the north.

Vineyards and olive groves throughout the country are suffering greatly. Southern Italy as a result faces great losses, as it is

given over almost entirely to cultivating these two products.

Fears of economic crisis are echoed by *Il Sole*, financial sheet of Milan, in northern Italy, which notes with alarm the great increase in failures of important commercial houses and banks. The sensational failure

of Leo Goldschmidt, for many years the main supporter of *La Banca Commerciale Italiana*, has been the cue for lively editorials throughout the country. Beyond question the government has much to do in the way of economic restoration but Fascist papers are confident of the future.

## What's To Be Done With All This Money?

AMERICAN capital is all dressed up and has nowhere to go except Europe; and there seems to be some doubt whether it will ever come home again. We have more money than we can use, and shall have until the present economic order changes, says President Charles E. Mitchell of the National City Bank. He clanked the chains of the foreign investment specter loudly before the National Electric Light Association at its annual meeting. The great and unprecedented investment of American capital in foreign securities is regarded by him, and by an increasing number of others, as a doubtful blessing.

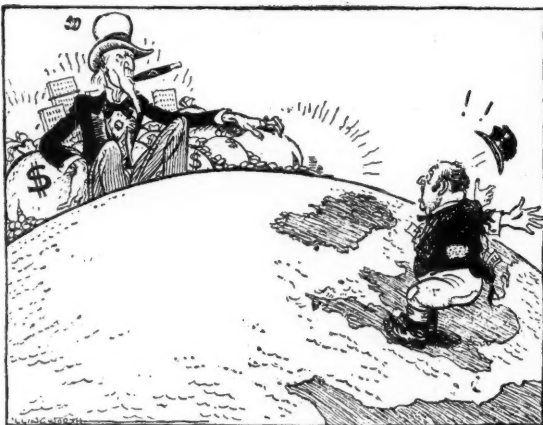
For American loans bless only him who takes, says Mr. Mitchell. Already the annual interest and sinking-fund requirements on our foreign loans are estimated at a billion dollars. To pay these our gold-sky debtors must remit to us an equivalent amount of goods over and above our exports. So far they have not paid us at all, because each year we have lent them more money than the interest and charges due. This cannot long continue.

A favorite argument is that the proceeds of nearly all these foreign loans are spent in this country, and that therefore we benefit. But do we? We do not receive an equivalent amount of goods in exchange, and the money we receive was ours in the first place. According to the *New Republic* (New York) for June 29, which devotes a long and not wholly laudatory editorial to Mr. Mitchell's speech, the grocer who sells an ever-increasing amount of goods to his customers does not benefit if all he gets in return is a never-ending expansion of debts.

It is obviously true that Europe needs these loans to revive her economic life, and the attempt has been made to restrict use of the loans to production purposes, thus enabling her to repay by enlarging her production. This is impossible, in Mr. Mitchell's opinion, first, because production probably cannot be sufficiently expanded, and, secondly, because there is no way of enforcing the restrictions. A loan for the construction of a railroad, even if spent on that, may release just so much money abroad for building a warship.

Aside from the loss if Europe does not repay, are the dangers of misfortune if she does. Repayment might impoverish Europe. At the same time, a large surplus of imports over exports in America might restrict domestic production and cause depression here. And if our exports kept pace with our imports there would come a time when the foreign debts were paid, and economic life would have to undergo a serious readjustment. Britain is now wrestling with this situation.

The "excess" of investment funds cannot find a home in America because "in manufacturing lines we all recognize that the building of plants during war days gave us



UNCLE SAM AND HIS GOLD—A BRITISH VIEW

From the *Western Mail* (Cardiff, Wales)

an excess producing capacity for peace times." Only war inflation and destruction of material can keep our factories busy, Mr. Mitchell states without further proof.

Recent industrial investments have been devoted to increasing efficiency rather than to expansion. The greatest increase in investment was in public utilities, which absorbed 32 per cent. of the 28 billion dollars of corporate securities issued between 1919 and 1926. In the first quarter of 1927 this proportion increased still further.

"Mr. Mitchell does not appear to ask why it is that, when existing plants cannot

sell all they can produce, there is a demand for devices and services which render them able to produce more in a given time." Thus comments the *New Republic*. It points out that industry needs all the capital it can get to introduce devices—not to increase production, but to lower the cost of the product. This permits the small consumer who does not possess any excess capital to share the benefits and expenses of the expanded industries. If money is to be invested at home, it should be devoted to lowering prices, or to procuring better service for the same price.

## How Is Business?

HOW is business? Good; and the stock market is still rising. Nevertheless, profit margins are perceptibly narrower this year than in the few years past, because of increasingly keen competition, high wages, and easy money.

That is the opinion of "an outstanding member of the Administration," who is also "one of the greatest financial experts in the country," writing anonymously in the *Magazine of Wall Street*.

Earnings of business and industry this year thus far have not measured up to 1926. Lower prices are quoted in numerous industries, at the expense of profits, for production expenses and wages remain virtually as last year.

The stock market would seem to tell another story. Prices of securities which share in earnings have been advancing rapidly, though manifestations of decreasing business and profit are marked. The key to the seeming anomaly lies in the money situation. Money is cheap, and funds for investment are increasing. Commercial expansion has decreased steadily to allow for overbuilding during and after the war, and this extra money is not needed there. It goes, therefore, into securities. And "naturally, under impetus of this buying movement, security prices have advanced without respect to the fact that earnings have not kept pace."

To a certain extent this movement in speculative stocks rests on an artificial foundation, and should give us pause, continues our anonymous authority. From the speculative viewpoint this is not perhaps the most logical time to enter heavily into stock commitments. "The only sound foundation for a rise in stock values is the prospect for better business and larger profits." But apparently that dream will not come true this year.

Wage reduction as a remedy is not to be considered. The high level of wages has contributed considerably to our present prosperity. Reduction, which might be of temporary benefit, would in the long run hasten a protracted decline in profits. Fortunately, accumulated wealth is so great that we can easily stand a short period of less profitable business. Violent overnight changes in basic business conditions are things of the past.

Efficient production and distribution make it far easier for industry to pass through a period of lull like the present, than was once true. We read in the *Magazine of Business* the statement by the Vice-President of the Buick Motor Company that "We make 1,400 per cent. more cars with 10 per cent. more men." The reason given is efficiency of production and distribution: low inventories, no avoidable waste, untold time and money saved.



# NATURE BOOKS FOR BOYS AND GIRLS

BY MARIAN CUTTER

(Head of the Children's Book Shop, New York City)

Where would I be?  
Where would I be?  
Swinging free, in the top of a tree;  
Singing there, with the wind in my hair,  
Never a care,  
High in the air.

**T**HERE will be time for reading. That is one of the joys of long summer vacations when the children are free from classroom requirements, with leisure to think

and choose what they will do and what they will read. It sometimes happens that the only books available during the vacation months for children are those selected by their teacher and required to be read before entrance into a higher grade, but these cannot be enjoyed with the same relaxation with which a child browses among shelves offering any number of kinds of stories or bits of information. It will be a happy summer if the packing for months in the country includes among the trunks, at least one good-sized box of books. Among the books that will go into that box there

will be, first of all, the varied assortment of titles selected by the children from their own experience. It is a rare child who would offer no suggestions in the packing of such a box. Then, the home library will offer many foundation stones, and in addition there should be nature books.

The "Pocket Nature Guides" are important. These small books, which the children carry so easily about with them or consult informally, stimulate an interest in correct information and make keener the pleasure of being in the country. To answer

the more difficult questions which are bound to follow the use of the guide book, such an encyclopedia as the "Nature Library" in its ten volumes is very helpful, or if this is too cumbersome, one might substitute such books as Schuyler Matthiew's books on flowers and trees or Mr. Chapman's "Handbook of the Birds of North America," which is an authority. Comstock's "Insect

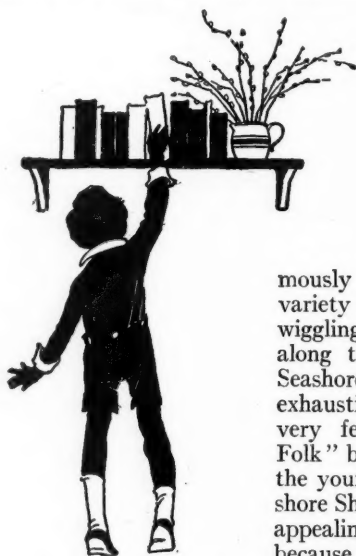
Life" is full of information on that subject, or a more popular book is Dan Beard's "American Boy's Book of Bugs and Beetles."

There is very little available about life by the seashore, although few of us, even when grown up, fail to be enor-

mously interested in the great variety of living things crawling, wiggling and swimming close by us along the shore. Arnold's "The Seashore at Ebb-Tide" is fairly exhaustive, but has fine print and very few pictures. "Little Sea Folk" by Gaylord is successful for the younger child and "The Seashore Shown to the Children" is an appealing little volume, although, because of its English derivation, occasional terms and names differ from those used in this country.

And while I am speaking of this volume, I might add that most of the titles in this inexpensive group of books called "Shown to the Children Series" are well worth adding to every child's library.

The summer skies offer delightful opportunity to link well-known legends with modern experience, and while constellations and planets must be pointed out to the children in the dark where books are useless, a book on the subject is essential to have at hand. In my own childhood, it was always a thrilling adventure to be awakened after



From "This Singing World,"  
by Louis Untermeyer



I had gone to bed by twilight to be shown some remarkable feature in the sky: sometimes it was Aurora, and once these strange lights were colored red and green; and I remember how proud I was to be able to enter the conversation when it turned to that subject at breakfast the next morning.

"The Friendly Stars" by Martin is universally liked. Mitton's "Book of Stars" has some colored plates, and is particularly good to use in an introductory way for children who must be led to enjoy the stars. Mr. Johnson's "Sky Movies" offers "seven reels of interesting information" told in everyday language, while Proctor's "Legends of Starland" tells the old stories briefly. Gertrude Warner's "Little Star Stories" is a first book for the little children.

Returning to the earth, Henri Fabre's "This Earth of Ours" would be among my first choice of a book dealing with volcanoes, strata of the earth, soils, land and water, etc., and his "Book of Science" is equally desirable. "The Boy's Own Book of Science" by Mr. Darrow would be the book for an older boy with an enquiring mind; also two books by Hawksworth, "The Adventures of a Pebble" and "The Adventures of a Grain of Dust" would be read by or could be read to any child who showed even a slight interest in natural conditions. So much for books of information, but knowledge in itself is bare and our greatest naturalists have written so charmingly of their association with nature that it seems a pity that the children should grow up without knowing such books as W. H. Hudson's "Book of the Naturalist," John Muir's "Stickeen," Dallas Lore Sharp's "Spring," "Summer," "Autumn" and "Winter," John Burroughs' "Fur Bearers and Other Animals," and in a slightly different vein, Kenneth Grahame's "The Wind in the Willows."

Now we are ready for a few good dog and horse stories. Albert Payson Ter-

hune's titles are too well-known to need mention here. "Polaris" by Mr. Baynes, the story of an Eskimo dog, merits more prominence than it has received. Dr. Grenfell's "Adrift on an Ice Pan" is a good short story for a very warm day. "Rab and His Friends" is a story best read on a quiet day when there is time to think it over and digest it. A favorite horse book is "The Horse Fair," written by James Baldwin. Through its pages we meet, in a group of short retellings, all the famous horses of old time legend. "Star," the story of an Indian pony, by Forrestine Hooker, "Dapples of the Circus," by Hawks, "Beyond Rope and Fence," the story of a wild horse by David Grew, are all described in the titles and will be welcomed by boys and girls alike. "Smoky," the story of a cowboy's horse, written by a cowboy, Will James, has become one of the most loved books published this year and is an important contribution, not only to books about horses, but also to books with strictly American settings.

A new book of interest is "The Red Howling Monkey," by Beatrice Tee Van, which introduces this entertaining South American beast in an amusing and informative fashion. "Kari the Elephant," by Dhan Gopal Mukerji, shows us what a delightful story may be woven about the life of the rapidly disappearing domesticated elephant in India, and the "Memoirs of a White Elephant" by M. Gauthier, which can be had in a very good translation by Harvey, gives us the story of an elephant in a more exalted station. While it has been the policy of this article to take for granted the well-known titles which are household bywords, it is difficult to close any suggestions of animal stories without mentioning "The Jungle Book." Such books as these are the books for vacation when there is ample time to think over and assimilate and remember something of what one has read.



From "Yesterday and To-day" by Louis Untermeyer

# THE NEW BOOKS

## Discussions of Social Questions

**Prohibition and Christianity.** By John Erskine. Indianapolis: Bobbs-Merrill Company. 319 pp.

Possibly it is needless to state that in Mr. Erskine's view Prohibition and Christianity are not in harmony with each other. Indeed, to his mind, there is an incompatibility between them that seems to justify an absolute divorce. A further clue to Mr. Erskine's attitude is afforded by the sub-title of his book—"and Other Paradoxes of the American Spirit." Mr. Erskine, however, disclaims any desire to lecture his fellow-countrymen or offer final solutions of the problems confronting them. He writes especially for those who agree with him that the chief concern is not with prosperity and comfort, but with the mind and the spirit.

**State's Rights and National Prohibition.** By Archibald E. Stevenson. Clark Boardman Company, Ltd. 157 pp.

Mr. Stevenson would like to have an interpretation of the Eighteenth Amendment that would limit its operation to foreign and interstate commerce, leaving to the several States the task of policing their territories. The people of each State would be authorized to deal with their own local problems in their own way. In support of his position, Mr. Stevenson is able to cite the fact that before the adoption of the Eighteenth Amendment the people of thirty-three States had already passed prohibitory laws on their own initiative, while in nearly all of the other States some form of local option or control had been established.

**Capital for Labor.** By W. Francis Lloyd and Bertram Austin. Dodd, Mead and Company. 142 pp.

A vigorous attack by two young Englishmen on some of the traditional maxims of British industrialism—notably the employers' theory that low wages are a prime essential to production. This is a survival of the old *laissez-faire* policy in England and it dies hard. The authors of this little book have profited from their study of American industrial life.

**Captains in Conflict.** By Robert R. Updegraff. Chicago: A. W. Shaw Company. 293 pp.

The first quarter of the twentieth century saw tremendous changes in American business life. In the time of McKinley consolidation was the watchword of business. In the hands of men who had grown up in the old order of ruthless competition, the new power of concentrated capital was frequently used against the public interest. But new chapters were to be written, as Mr. A. W. Shaw reminds us in his foreword to this story—the introduction of labor-saving methods, the scientific ap-

proach to the problem of selling, the discovery of the real meaning of advertising, the genesis of quantity production, the beginning of instalment-selling. Now the development of all these phases of modern commercial life has been sketched into a piece of realistic fiction that is attracting unusual attention among American business men. It is called "Captains in Conflict," and is full of action.

**Harmony between Labor and Capital.** By Oscar Newfang. Putnam's. 246 pp.

The scheme here offered includes profit-sharing as commonly understood, but the author points out that in actual practice those employers who have adopted profit-sharing plans share only a minor part of the excess profits with labor. The author's own term, "the drawing-account wage," is used to describe a new application of the partnership principle to industry. All workers would have a drawing account like that of partners in a firm and to be determined by free competition; but at the close of the year's business, after a fair dividend had been paid on capital, the remaining earnings would be allotted to workers in proportion to salaries or wages. All grades of employees, including those having managerial responsibilities, would share in this allotment. All that the workers could make the business earn, above a reasonable dividend on capital, would be theirs. Mr. Newfang explains the advantages of his plan and then states certain objections, with his answers.

**History of Socialist Thought.** By Harry W. Laidler. Thomas Y. Crowell Company. 735 pp. Ill.

Perhaps few readers outside the comparatively small group of special students, who have made it their business to investigate socialism from a historical viewpoint, can form any conception of the amount of research involved in the preparation of a book of this scope. Such an account of the history of socialistic thought from Plato to Marx has not before been available in the English language. Naturally, special emphasis is placed on the period beginning with the rise of the so-called scientific socialism, and especially to the developments during and since the World War. The author sets forth the main tenets of each important school of socialism, describes the more important personalities active in their respective schools, sketches the chief events in the progress of socialist parties in various countries, and analyzes allied movements for social reconstruction which have contributed to the theoretical and practical aspects of socialism without being an integral part thereof. The revolutionary movement in Russia is described in detail and there is a good account of the activities of the Soviet Government. Those writers and speakers who are interested in combating modern socialism

would do well to familiarize themselves with the historical treatment of the subject presented by Dr. Laidler.

**Foremanship.** By Glenn L. Gardiner. Chicago: A. W. Shaw Company. 696 pp.

The author of this book has been himself a factory worker and foreman, and from an executive position has studied problems of management. If his book dealt merely with the foreman's job as a part of the machinery of industry it might be quickly dismissed by the general reader as simply another technical treatise. Its point of view, however, is very different from that of the ordinary text-book in this field. To the author's mind, the human factor in the problem of foremanship is of the greatest importance. He quotes the president of an industrial corporation as saying: "Waste of men's capacity is a much greater loss to management and men than waste of mere material." That sentence might have been taken as the author's own keynote, for the book clearly shows that he has been more concerned with that aspect of the problem than with any other phase of it. Not only has he drawn upon his own experience and that of his immediate associates, but his book is full of the testimony of foremen in many industries who have precise ideas and facts of the greatest value in any discussion of the subject.

**Village Communities.** By Edmund de S. Brunner. George H. Doran Company. 244 pp.

The Institute of Social and Religious Research has been engaged for six years in studying American villages. This volume is the last of a series of five embodying the results of that study. It gives a clear and well-arranged summary of all the data obtained. Dr. Brunner considers "Main Street" as important to the city as representative of rural America and to the farmer as the interpreter of the city. Yet neither fully understands it. Certainly the information brought to the surface by Dr. Brunner and his associates is helpful to a better understanding. On the whole, villages are growing, save in the Middle Atlantic States, but two in five have remained almost stationary during the past twenty years. Yet the rate of gain in the total village population has been more than four times the rate in the rural population outside incorporated areas.

**John the Common Weal.** By Henry Noble MacCracken. Chapel Hill, N. C.: The University of North Carolina Press 117 pp.

President MacCracken of Vassar College has taken over from a sixteenth-century Scotsman, Sir David Lyndsay, herald at the court of King James

V., the literary device by which all Scotland was symbolized in John the Common Weal. The character of John as employed by Dr. MacCracken represents the individual American citizen, "in whose life and opinions is bound up his country's well-being." John the Common Weal, to-day as in all past times, has complaints to make. Dr. MacCracken asks us to hear these and then proceeds to point out that for many of the ills of his lot John has himself to blame.

**City Health Administration.** By Carl E. McCombs, M.D. Macmillan. 534 pp.

Dr. McCombs, who is a member of the New York Bureau of Municipal Research, has made a number of surveys of State and local health administration, and has given instruction upon these subjects to students of the Training School for Public Service. His book is a departure from the customary works on public health administration that have been provided for professional workers. He has tried to present the subject in a way that will meet the needs of a person without professional training. There are certainly many groups of citizens who should be interested in such a discussion. There are teachers and students of government, public officials, and the mere taxpayer. Dr. McCombs has therefore written a book that is more or less elementary in treatment. He tries to tell the general reader what he thinks he would like to know about health administration and he assumes no technical knowledge whatever on the reader's part. The book is well informed and well constructed for its announced purpose.

**The Coöperative Movement in Social Work.** By William J. Norton. Macmillan. 389 pp.

Most of us are "organized" in one way or another—some of us in too many ways, perhaps—for social purposes. Few of us can escape "drives" altogether. We should all be interested in any practical form of coöperation among welfare agencies by which greater efficiency and economy of effort may be attained. Since the war the coöperative tendency in social work has gained great headway. Many organizations then learned for the first time that federation and pooling of funds were possible. Even before the war noteworthy beginnings had been made in some of our cities. The War Chest, however, was the great object-lesson. The author of this book, now the secretary of the Detroit Community Fund, and in recent years associated with budget-making and federated campaigns in various cities, is characterized by Dr. Edward T. Devine as the qualified spokesman for this coöperative movement in social work. All his writing has its basis in actual experience.

## Accounts of Relief Work

**The Famine in Soviet Russia, 1919-1923.** By H. H. Fisher. Macmillan. 621 pp.

The authorized story of the American Relief Administration's work in the Russian famine, which was characterized by Sir Philip Gibbs as "the greatest campaign of relief and international charity

ever attempted or achieved." With various serious handicaps, including a ruined transportation system and Bolshevik interference, several American organizations coöperated effectually with the A. R. A., thus saving the lives of thousands of Russian children, distributing food and clothing to needy peasants, and accomplishing great things in medical

relief and the prevention of disease. If America had known earlier of what is told by this book, there would have been a greater national pride in the achievement.

**On the Trail of the Russian Famine.** By Frank Alfred Golder and Lincoln Hutchinson. Stanford University, Calif.: Stanford University Press. 331 pp. Ill.

The authors were investigators for the American Relief Administration in the famine years 1921-23. Both were students of Russian life and institutions before they undertook the work. They traveled through the country and saw the sufferings of the people as few outsiders had an opportunity to see them. They had no political axes to grind and were bent only on the relief of suffering among a people beset by "starvation, typhus, and plague." They cooperated with the Soviet officials in famine relief and in politics withheld their adherence. In

every respect it was a record creditable to the American unit.

**Certain Samaritans.** By Esther Pohl Lovejoy. Macmillan. 316 pp. Ill.

The American Women's Hospitals have never had publicity corresponding to the importance of the service they have rendered. They were organized during the national mobilization in 1917. Women physicians, as distinguished from nurses, made up the membership. The Government not having called them to the colors, as it had called the male members of the medical profession, these women valiantly volunteered. Their work in the field quickly justified all the claims that had been made in their behalf. They cooperated with other boards and agencies and came to be numbered among the most efficient and useful of the war-time organizations. This book gives a spirited account of their work in the Near East, especially with the refugees in Greece. It is a story with thrills.

## Modern History

**Bismarck, Andrassy and Their Successors.** By Count Julius Andrassy. Houghton, Mifflin Company. 471 pp.

The man whose name is coupled with that of Bismarck in the title of this book was regarded as the greatest Hungarian statesman of the nineteenth century and the author, his son, was himself the last Foreign Minister of Austria-Hungary. The book, however, can hardly be regarded as a defense of either the father's policy or that of the son. It is really a diplomatic history of the rise of the German Empire based upon the foreign correspondence of the German Government from 1870 to 1914, six volumes of which, covering the first twenty years, have already appeared. The present Count Andrassy was reared in the belief that Bismarck was a great genius in foreign politics. Naturally that opinion colors his entire treatment of Germany's foreign policy. Probably the majority of Americans at the present time hold a different conception of Bismarck's power and personality. Yet that is no reason for ignoring the treatment of Germany's position during the forty years preceding the outbreak of the Great War that is offered by this Hungarian statesman and student.

**From Bismarck to the World War: a History of German Foreign Policy, 1870-1914.** By Erich Brandenburg. Oxford University Press: American Branch. 556 pp.

This account of German foreign policy from the Franco-Prussian War to the Great War is based entirely on documents in the German Foreign Office. The author is professor of modern history in the University of Leipzig. A scholar of his standing would be the first to admit that the story as he gives it in this book is far from complete. Indeed, he states that he has merely made a beginning in the examination of this difficult problem. He has selected those materials that seem to him significant as to the vital points. The publication of the Foreign Office records has not been completed and

it is assumed that eventually a more exhaustive study in details will be required. Yet the author believes that he has produced an accurate picture of German policy. As to the aims and means of the other powers concerned he has had to make his own surmises in the lack of official data. He frankly admits that faults were committed by Germany; but that the policy of his country during the forty-five years covered by his record was warlike, he says "is absolutely unfounded and refuted by every serious study of the official facts." He seems to have anticipated hostile criticism in Germany. He says that his book has been written "often in anguish of heart, in the belief that it is necessary."

**The History of Reparations.** By Carl Bergmann. Houghton, Mifflin Company. 350 pp.

Herr Bergmann represented the German Government with the Reparations Commission and later acted as confidential adviser during the negotiations with the allied governments, the Reparations Committee, and the Committee of Experts. Thus, as Sir Josiah Stamp states in a foreword, he has had close personal association with the problem in most of its aspects throughout its history. It would be difficult if not impossible to find any individual so well fitted by personal experience to write on the subject of reparations. Not only is the truth of his record fully accepted by so great an authority as Sir Josiah Stamp, who says, "no single participating statesman, not even M. Poincaré or Mr. Lloyd George, could tell so much of the narrative with first-hand authority," but Mr. Roland Boyden, who was unofficial representative of the United States with the Reparations Committee, describes the book as "very fair-minded, accurate, historically sound."

**Building International Goodwill.** By various authors. Macmillan. 258 pp.

The American branch of the World Alliance for International Friendship Through the Churches



was responsible for the publication of this work through its Book Committee, of which Prof. James T. Shotwell is Chairman. An explanatory foreword by Mr. Fred B. Smith commends the book as an attempt to put in concrete form methods by which the American people may cooperate with other nationalities for world peace and brotherhood. Chapters were contributed by Jane Addams, George W. Wickersham, Raymond Robins, Dr. William P. Merrill, Dr. S. Parkes Cadman, Professor Shotwell and Dr. Frederick Lynch.

**History of Europe (1492-1815)** By Chester Penn Higby. Houghton Mifflin Company. 505 pp. Maps.

The three centuries lying between the discovery of America and the end of the Napoleonic wars represented a period of tremendous change and reaction in Europe. Professor Higby of the University of North Carolina offers in this volume a survey of the entire period, giving in his final chapter a cross-section of Europe at the time of Napoleon's downfall. The book as a whole forms an excellent introduction to the study of modern Europe.

**Bessarabia.** By Charles Upson Clark. Dodd Mead and Company. 345 pp. Ill.

This book deals with one of the Russian borderlands whose status is now in dispute. Through their Diet the people of Bessarabia have voted for union with Rumania; but the Soviets have refused to

recognize such union and have not given up their claim to the country, despite their early championship of self-determination for smaller nationalities. Mr. Clark, the author of "Greater Rumania," in two journeys to Bessarabia has gathered a valuable store of information about the people and their aspirations, consulting both Russian and Rumanian sources. Much of this is here presented for the first time in English. Like "Greater Rumania," the book is written in a popular and readable style.

**India's Past: a Survey of her Literatures, Religions, Languages, and Antiquities.** By A. A. Macdonell. Oxford University Press; American Branch. 305 pp. Ill.

A study of India's history by an Oxford scholar who has been engaged for more than half a century in this field of research. It is the last word on the subject and is illustrated with great care.

**A History of the Jewish People.** By Max L. Margolis and Alexander Marx. Philadelphia: Jewish Publication Society of America. 845 pp. Maps.

The only authoritative work of its scope in the English language comprised in a single volume. It contains interesting chapters on the Jews in our colonial and revolutionary times, the reform movements in the nineteenth century, and the most recent migrations to America.

## Popular Science

**The Seven Seals of Science.** By Joseph Mayer. Century Company. 458 pp. Ill.

The great field of natural science has seven divisions—Mathematics, Astronomy, Physics, Chemistry, Geology, Biology, and Psychology. Professor Mayer's book outlines the human story of each of these bodies of classified truth and at the same time shows their derivation from a common source. Another remarkable feature of the work is its exposition of the relationship between the so-called "humanities" and the natural sciences. Himself a professor of economics and sociology, Dr. Mayer declares that the social studies must build upon geology, biology, and psychology if they are to deserve the name of science.

**The Next Age of Man.** By Albert Edward Wiggam. Indianapolis: Bobbs-Merrill. 418 pp.

Mr. Wiggam is a man who is never afraid to ask questions, some of which are personal and a bit embarrassing—"Can We Remain Civilized?" is in the latter category. He calls on the men of science to answer his most searching inquiries and obligingly frames their replies for them, often doing it better than they could. These questions and answers make up his new book, "The Next Age of Man," which sums up in forceful and intelligible English the best that modern science has to offer in support of the thesis that man can help on his own evolution. Common sense and humor come to his aid in the presentation of his case. He makes an appeal that

can be read with delight and profit even by those who feel compelled to dissent from the author's conclusions. All in all, an inspiring book.

**Being Well-Born.** By Michael F. Guyer. Indianapolis: Bobbs-Merrill. 504 pp. Ill.

This is virtually a new book, although its first edition was published eleven years ago. It was intended to be a general introduction to the science of eugenics and it served its purpose well. A second edition is required because of the great advance that has been made during the eleven years in knowledge of the subject. Professor Guyer, besides extending the sections on the physical basis of inheritance and on genetics proper, has added new chapters on embryology, the mechanics of development, immigration, and population. It is a suitable companion to "The Next Age of Man."

**The Family Lineage Record Book.** Compiled by Frederick Adams Virkus. Chicago (440 S. Dearborn St.): F. A. Virkus and Company. 80 pp.

A record book so arranged as to enable any family to preserve genealogical data in the simplest and most practical form. It is not merely a blank book. The compiler, an experienced genealogist, includes valuable suggestions, briefly and clearly stated, which will help the amateur searcher in his quest for facts and show him how to arrange and preserve them when found.

## Biography and Autobiography

**A New Englander in Japan: Daniel Crosby Greene.** By Evarts Boutell Greene. Houghton Mifflin Company. 388 pp. Ill.

Interesting as a biography, this book is even more important as a record of the Japanese transition from the last stages of feudalism to modern civilization. Daniel Crosby Greene was a missionary of the American Board in Japan during that period and later. He came to know the land and the people well, and had close relations with a number of statesmen and government officials. His service covered a period of forty-four years and witnessed the ending of the Meiji era. His biographer is his eldest son, Professor of American History at Columbia University.

**Guides, Philosophers and Friends: Studies of College Men.** By Charles Franklin Thwing. Macmillan. 486 pp.

This book forms a capital sequel to Dr. Thwing's "The College President," which appeared recently; for twelve of its twenty-two chapters are biographical studies of American college and university executives of yesterday. All of these men, like the subjects of the remaining ten studies, were personal acquaintances and friends of Dr. Thwing. That fact

gives the sketches a flavor of actuality that adds to the interest. They were all exceedingly useful leaders in their generation—Eliot of Harvard, Angell of Michigan, Gilman of Johns Hopkins, White of Cornell, Northrop of Minnesota, Mark Hopkins of Williams, Harper of Chicago, Fairchild of Oberlin, Taylor of Vassar, Tucker of Dartmouth, Draper of Illinois, Hyde of Bowdoin. Dr. Thwing's own experience as a university head gives him a viewpoint that is helpful in estimating the work of his contemporaries.

**Diplomatic Episodes in Mexico, Belgium, and Chile.** By Henry Lane Wilson. Doubleday, Page and Company. 417 pp.

Having served acceptably as Minister to Chile and to Belgium in the McKinley and Roosevelt administrations, Mr. Henry Lane Wilson was appointed by President Taft as Ambassador to Mexico and held that office throughout the Madero régime. His experience in Chile had given Mr. Wilson an insight into the Latin-American psychology and had familiarized him with the Spanish language—two points of equipment that prepared him well for the Mexican post at a critical juncture. The whole story of his diplomatic experiences is told by Mr. Wilson in this book.

## Useful Fact Books

**Navies and Nations: A Review of Naval Developments Since the Great War.** By Hector C. Bywater. Houghton, Mifflin Company. 303 pp.

Mr. Bywater is an associate of the British Institute of Naval Architects and six years ago wrote a book on "Sea Power in the Pacific" which received much attention in connection with the naval conference at Washington in President Harding's administration. His viewpoint is that of the naval expert and he tries to set forth the facts about the upbuilding of the world's navies since the war in a detached and dispassionate manner. If his chapter on "The American Navy and Its Problems" may be taken as typical of his treatment of the general subject, we believe that his statements would be generally accepted as fair and reasonably free from bias. At any rate his information is well up to date and his presentation of it readable.

**Ores and Industry in the Far East.** By H. Foster Bain. Council on Foreign Relations, Inc. (25 West 43rd Street, New York City). 241 pp. Maps and diagrams.

A rather unexpected story is told in this compact and illuminating treatise. Scientific and methodical

search in China, Japan, Eastern Siberia, and the Philippines has utterly failed to confirm the reports so long current of vast wealth in mineral resources underlying those and other Oriental lands. On the contrary, it has been found by the experts that the Far East is seriously deficient in iron and other important minerals and that India (not included in the present survey), though possessing iron in large deposits, is ill-supplied with coking coal. China has coal, antimony, and tungsten. In some of the other countries surveyed, tin is found in paying quantities. There seem to be no other really considerable mineral supplies. A chapter on "Petroleum in the Far East," by W. B. Heroy, offers little more encouragement to those who have counted on undeveloped resources in that part of the world.

**The Handbook of the British West Indies, British Guiana and British Honduras, 1926-27.** By Algernon Aspinall. London: The West India Committee. 176 pp.

A book packed full of handy facts relating to the British colonies south of us, compactly stated and well supported by official statistics. The figures are brought conveniently up to date. American exporters can use this information.

